WORLD-WIDE

AIR TRANSPORTATION

The World's First and Only Air Cargo Magazine

NOV. 1948

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Other informative features, including International Air Cargo Rates

Vol. 13 No. 5

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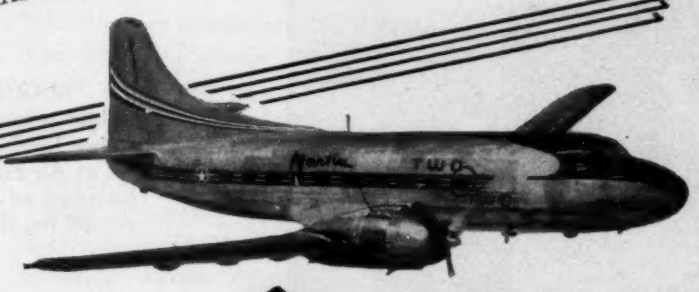

"FLAK BAIT," Devon Francis' new book (Duell, Sloan & Pearce), is the thrilling story of the heroic men who flew and serviced Martin B-26 Marauders in bomber strikes from the Southwest Pacific to the Aleutians; from North Africa to the gates of Berlin. The Glenn L. Martin Company is proud to be mentioned in the combat roll call of these gallant airmen.

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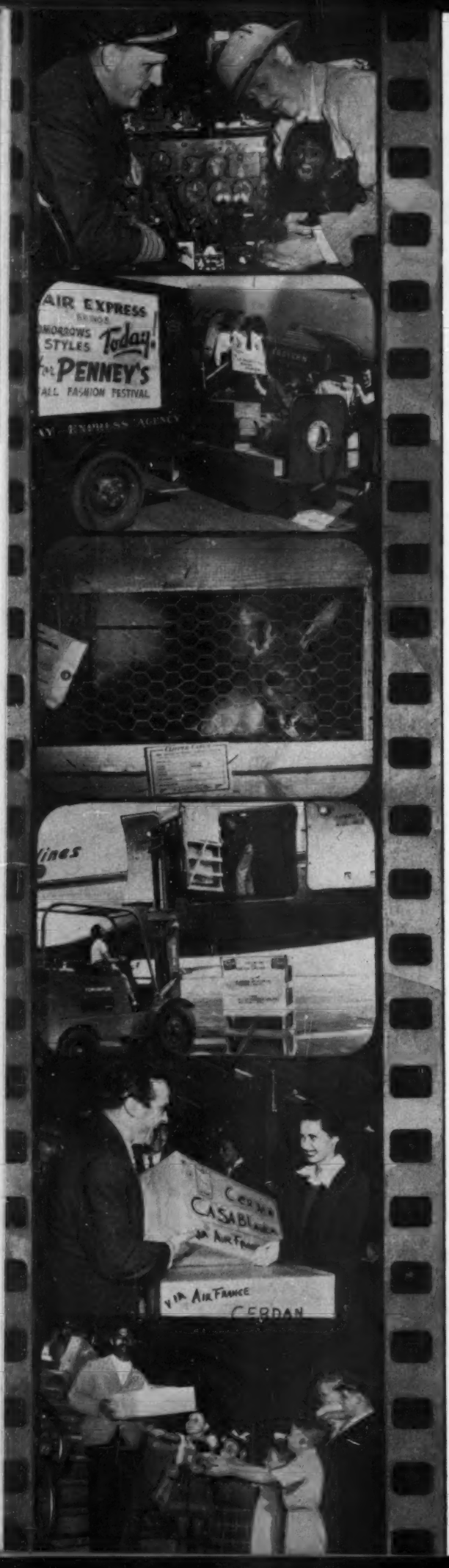

AIR CARGOREELS

THE TWA GIMMICK is that this eight-month old gorilla (above) "flew through the air with the greatest of ease without the benefit of the traditional trapeze." Well, anyhow, the animal, which came from the French Cameroons, was picked up in Paris by TWA and flown to Chicago. Three other gorillas, none over 3½ years old, accompanied him. R. Marvin Perkins, director of the Lincoln Park Zoo in Chicago, fondles the babe, as Captain Dobbersteen, pilots, looks on. Well, all in a day's work.

◀ FALL STYLES FOR MILADY—549 pounds in all—form the largest air express shipment of style goods ever flown into Macon, Georgia. Here the cargo is being transferred from an Eastern Air Lines plane to an REA truck for delivery to the J. C. Penney Company store in Macon. Two store executives are on hand at Herbert Smart Airport to meet the merchandise shipment.

◀ PHOTOGRAPHED AT THE International Airport in Miami, this young, 85-pound kangaroo is shown in its shipping crate just before the take-off in a Pan American Cargo Clipper for Buenos Aires. The animal was flown from New York to Miami in a cargoplane. In all, the distance traveled by this hop-skip-jumper was 6,300 miles.

◀ A TOWMOTOR goes into action to bring this heavy cargo from the ground to floor level of this American Airlines airfreighter. Shipped to the Fletcher Aviation Company, Pasadena, California, the freight was consigned by the Miller Electric Manufacturing Company, Appleton, Wisconsin. There's plenty utility in a fork lift.

◀ MARCEL CERDAN, who snatched the middleweight championship of the world from Tony Zale, is shown turning over boxes of food to winsome Lucy Karnoff of Air France. The prizefighter, who shortly afterward boarded an Air France plane for the French capital, consigned the shipment to his family in Casablanca. And. . .

◀ ONLY 36 HOURS after Cerdan turned over the food parcels to the French airline in New York, his children were on hand at the airport in Casablanca to accept with outstretched arms delivery of the gift. You guessed it!—that box contains a luscious cake. The incident touched off a joyous celebration at the airport.

AIR TRANSPORTATION

The world's first and only air cargo magazine

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, $5.00 for one year, $8.00 for two years, and $11.00 for three years; foreign countries, $6.00 for one year, $10.00 for two years, and $14.00 for three years.

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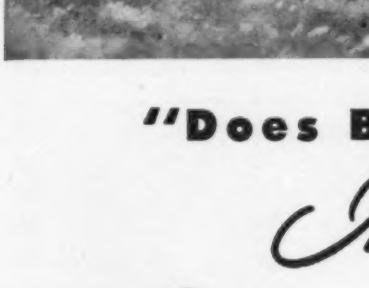
COVER

International air trade is the spice of the new concept of commerce. North, South, East, West—the aerial ambassadors of world business, link all nations. The plane pictured in the drawing is a Constellation.

"Does Bonanza travel pay?

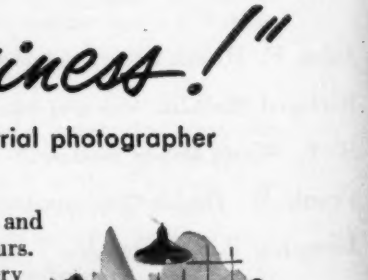
It triples my business!"

. . . reports Robert Yarnall Richie, industrial photographer



"In my 4-place Bonanza the other day, my assistants and I flew the 250 miles from Tulsa to Madill in 1½ hours. Between 2 p.m. and sunset I completed a big oil refinery photographing job. Next morning we loaded my 500 pounds of equipment and hopped to Longview, 225 miles away, for an equally big job there.

"The net result was completion of two jobs in two days, plus several contacts for future business. Gas and oil cost $12.85. Two comfortable, restful hour-and-a-half flights instead of two days of hard driving on the road. Many of my clients are off regularly scheduled routes, and public transportation would not serve us.



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Walter W. Linder

Guest Air Cargo Editorial No. 13

By WALTER W. LINDER
Vice President and Director, U. S. Region
Philippine Air Lines

THE late Manuel Roxas, president of the Philippine Republic, declared before his recent death that he felt American businessmen were overlooking great opportunities in his country. The fledgling independent democracy of 18 million persons—the third largest English-speaking nation of the world—is hard at the job of rebuilding its economic and physical stability.

Activity in the Philippines today would seem to bear out the late president. The Republic has already mapped out a long-range program of industrialization and mechanization of agriculture, as one of its first steps. The program contemplates a 15- to 20-year period for the establishment of new industries based on a free enterprise system unhampered by control or competition from the government.

In 1941, the total annual trade of the Philippines was 290 million dollars. In 1946, the first whole year without war, the total skyrocketed to 450 million dollars. About 73 percent of all 1946 exports were to the United States, while 87 percent of all imports to the Philippines were from this country.

The task of restoring the Philippines to active productivity obviously has opened and continues to open the doors which lead to commercial opportunities. In the Philippines a pressing demand continues to exist for consumer goods, industrial equipment, agricultural machinery and implements and foodstuffs. American suppliers, therefore, have indeed an attractive opportunity.

American products and American capital and investment are more welcome and better regarded in the Philippines today than probably anywhere else in the world. By virtue of long association with the United States, the people in the Philippines have come to prefer American products.

Air cargo has played an important role in revitalizing the postwar Philippines. The attitude of the government as well as the individual has added considerable impetus to the whole air transport picture there. Since 1932, when Philippine Air Lines was first organized to provide quick transport of persons and lighter materials to outlying communities and industries, air transportation has been important to the people of the 7,000-odd widely separated islands that make up the Philippine Archipelago.

The United States Civil Aeronautics Administration has undertaken the construction and operation of air navigation aids and airport development, until Philippine nationals are fully and competently trained. The importance of this program with respect to foreign trade and commerce is evident. Today, the Philippine market is but 30 flying hours from the West Coast of the United States.

Markets for the shipper by air will grow as the Philippines advance nearer their goals which spell increased demand. Also, the markets will broaden even more as new packing methods are devised and faster aircraft, such as Philippine Air Lines' BC-6 *Pacemakers*, are placed into service across the Pacific.

But, apart from these considerations, the conditions of trade in the Philippines invite interest. As an example:

Under present trade agreements there will be free trade between the two countries for the next six years (or until 1954). For the following 20 years thereafter, tariff duties will be gradually increased by both the Philippine Republic and the United States. In 1973, all preferences will be completely eliminated and full duties will be applied by both nations.

Perhaps the most important point to the export shipper is that the agreement guarantees the convertibility of the Philippine peso to the American dollar at a ratio of two-to-one. The monetary system of the Philippines is a dollar-exchange standard.

Businessmen and investors in the Philippines are assured of the stability of their transactions, capital investments, and assets by virtue of the Philippine Government being a charter member of the International Monetary Fund.

Under articles of agreement of the Monetary Fund, the par value of the peso has been fixed at 50 percent of the United States dollar of the weight and fineness in effect on July 1, 1944.

This combination of provisions gives the businessmen and investor the assurance of national economic stability needed, for free, unhampered trade.

In summary, it suffices to say that as the Philippine and Orient markets grow and stabilize, so equally grows the need for commerce by air. The sudden consumer demands that arise in new erupting markets just as well as in those already stabilized where great inventories are a dearth, has made air cargo's berth in world trade.

The rolling landscape of Puerto Rico, one of the most overcrowded areas in the Caribbean

The Spotlight Falls On . . .

U.S.-CARIBBEAN AIR CARGO

A thorough study of the pattern for development of air freight between this country and Central America and the West Indies

By Guy Reed Cassell
AND
Dr. R. W. Hoecker

THE transportation of perishables and many kinds of industrial freight between the United States and the Caribbean area has aroused the interests of many air freight carriers. The flight speed of an airplane overcomes the long distances so effectively that some perishables that could not be transported easily by surface carriers, regardless of rate, can now be delivered by air in first-class condition. The countries of the Caribbean area have semitropical climates, cheap cost of production, and convenient location for the utilization of air freight. This gives rise to the possibility of these countries supplying the cities of the United States with seasonal products as well as tropical perishables throughout the year.

Increased demands for both passenger and cargo air service during the last few years have stimulated interest in the construction of new airports, and in the expansion of existing fields. The terminals were first established primarily to handle passenger traffic and the carrying of freight was strictly secondary. The experience of other forms of transportation, however, has shown that cargo ultimately constitutes the larger source of revenue, and as the efficiency of the services improve and the cost is reduced, the volume of traffic increases far beyond the volume of passenger traffic.

Economic Factors

The volume of air cargo which will move between the United States and foreign countries in the future will depend upon a number of economic factors, such as comparative speeds, costs, reliability, convenience, and quality of service of air carriers compared with surface carriers. A substantial part of air cargo tonnage which is likely to be hauled will consist of commodities which previously moved by steamship, while an unknown percentage of future air-cargo shipments will consist of new traffic, especially perishables, made possible by the much faster service offered by air carriers. Though the present operating costs of freight planes are relatively higher on a ton-mile basis than water carriers, the savings in waste, inventories, and so forth, in certain freight items often more than compensate for the greater ton-mile costs.

This report on air cargo potentials is designed to determine the community of interest in "air candidates" between the Caribbean area and the United States. An air candidate is any commodity the value of which at point of destination is sufficiently enhanced by speed in transit to warrant transportation by aircraft.

In transporting commodities by air

the return-load factor is very important in order to keep the operating costs at a reasonable level. Though the countries of the Caribbean area offer a good outlet for many of our industrial products, such as drugs, medical preparations, various food products, and many others that will facilitate air movement, they have a limited number of supplies that may be utilized as a back-haul.

The objectives of this study are to determine the potential increase in air candidates, and to establish a pattern for development of air freight between the United States and the Caribbean area.

The countries of the Caribbean area are endowed with good climates, plenty of rich soil for agriculture and forestry, and some valuable deposits of minerals, but have practically no coal or petroleum for fuel. The topography varies widely, from large marshes to mountainous districts, though most of the countries may be described as rolling, with numerous wide valleys and plains. This is especially true for the islands in the West Indies whereas the Central American Countries have both high peaks and plateaus throughout their rugged interior.

Central America

Central America is one of the world's narrowest crossways between East and West. It includes all the mainland from Mexico to Colombia. Within its area are the independent republics of Panama, Costa Rica, Nicaragua, El Salvador, Honduras, and Guatemala, the crown colony of British Honduras, and the Panama Canal Zone. The land mass stretches southeast and northwest and varies in width from about 30 miles, at the narrowest point of the Isthmus of Panama, to about 300 miles, across the broadest part of Nicaragua and Honduras. The greatest length of Central America is 1,300 miles. The area is bounded by the Caribbean Sea on its eastern and northern side and the Pacific Ocean lies along its western and southern side. The total area has never been determined with exactness, nor has the population been numbered by a census that was any more reliable than a shrewd guess.

The population is concentrated along the highlands which lie in the interior. This is also where the principal cities are found. El Salvador, the smallest nation, is the most densely settled and Nicaragua is the largest, but Guatemala has the greatest number of inhabitants. The population of Central America as a whole lies between seven and eight million. It is probable that two-thirds of the inhabitants are of Indian and Spanish ancestry, with the Indian predominating. This is true for all the Central American countries with exception to Costa Rica, where Spanish blood prevails. Immigration was officially limited to citizens of Spain up until the beginning of the Nineteenth Century.

Central America's principal industries are agriculture, mining, and lumbering. The chief agricultural commodity for export is coffee produced in the highlands. In world markets it commands a higher price than coffee produced on the Brazilian highlands south of the equator. Other crops produced extensively for local consumption as well as for export are: rice and beans, the stable vegetable foods of Central America; tobacco, which is consumed in the form of cheroots; maize, cacao, and sugar. Many varieties of vegetables and fruits are grown: tomatoes, sweet potatoes, numerous kinds of pumpkins and leafy vegetables, and a dozen different varieties of oranges and bananas. Of all those produced, coffee and bananas are most significant as export commodities, although coconuts and cacao are also exported.

The forests of Central America include both lumber and edible products, of which the best known are mahogany, cedar, balsam, and vanilla. Plantations of both vanilla and balsa wood have been set out in recent years due to an increase in demand. Balsa wood, the lightest timber known, is used in the production of airplanes.

The only mining of any importance is carried on in Nicaragua, Honduras, and Guatemala where gold concentrates are exported to the extent of two or three million dollars a year. Small quantities of silver are being shipped from Honduras.

West Indies

The Insular chain of the West Indies begins near the southern tip of Florida and extends eastward until it curves sharply southward to the shores of Venezuela. There are a vast number of small islands which are of great strategic importance to the United States, but play a very small part from the standpoint of trade. The larger and more important islands, where approximately 80 percent of the inhabitants of the West Indies live, are: Cuba, Puerto Rico, Republic of Haiti, the Dominican Republic, and Jamaica.

The estimated population of the West Indies for 1941 was some 12 million. An overcrowded condition prevails on most of the islands with Puerto Rico, Haiti, and Jamaica having the highest ratio of persons per square mile.

The climate of the West Indies is tropical with only a slight range in temperature and an abundance of rainfall for nearly all of the islands. The seasons of maximum rainfall are from May to June and September to November. In nearly all the islands the greatest monthly rainfalls are over 10 inches and at some places they exceed 20 inches, while the lowest monthly averages fall below one inch.

Guy Reed Cassel (left) is a Master of Science and Dr. R. W. Hoecker, whose articles are not unknown to the readers of Air Transportation, is chief of the Marketing Division at the University of Maryland. Acknowledgement of aid is made by the authors to Dr. S. H. DeFault, who heads the Department of Agricultural Economics and Marketing, and to Albert Beitel.

United States Exports by Air and Water to Caribbean Countries

1945

Destination	AIR Value	AIR Weight (lbs.)	WATER Value	WATER Weight (lbs.)
Guatemala	$ 437,443	125,335	$ 14,618,389	182,142,554
El Salvador	218,347	46,058	8,655,283	109,419,064
Honduras	142,846	56,800	10,192,656	137,656,496
Nicaragua	244,744	97,151	8,510,590	68,438,706
Costa Rica	732,050	183,368	15,939,537	212,068,240
Republic of Panama	1,324,302	144,451	33,598,798	370,157,734
Panama Canal Zone	341,142	204,222	105,984	309,374
Cuba	6,232,211	1,399,129	188,859,525	3,511,324,784
Jamaica	190,477	74,241	9,926,474	157,643,889
Haiti	159,972	94,688	9,352,854	106,376,567
Dominican Republic	358,869	112,492	18,201,828	233,168,249
TOTAL	$10,382,402	2,537,935	$317,961,918	5,088,705,657

1946

Guatemala	$ 1,710,933	1,168,054	$ 23,033,982	200,775,773
El Salvador	762,602	299,857	13,975,701	119,738,376
Honduras	353,590	188,092	18,174,757	775,501,012
Nicaragua	538,648	208,384	7,830,527	73,915,029
Costa Rica	1,579,561	447,637	22,296,305	193,822,015
Republic of Panama	1,421,432	202,726	46,132,080	835,388,082
Panama Canal Zone	652,209	277,334	28,365,358	306,441,803
Cuba	11,187,387	3,441,531	266,582,532	3,526,748,803
Jamaica	303,960	146,318	11,908,648	226,761,275
Haiti	297,290	142,780	170,164,678	84,747,614
Dominican Republic	775,058	306,710	29,192,938	345,727,536
TOTAL	$19,582,770	6,829,423	$637,657,506	6,689,565,318

The chief industry of the West Indies is specialized agriculture. Like all of Latin America, the economy of the West Indies centers primarily in the production of raw materials. The products produced largely for international trade include sugar, tobacco, coffee, cacao, coconuts, and spices. About 40 percent of the sugar consumed in the United States in 1939 was imported from the Caribbean Islands, as well as large quantities of tobacco, fruits, vegetables and fibers.

Water and Air

Transportation routes connecting the United States and countries in the Caribbean area consist of water and air. Movement by water is by far the more important from the standpoint of volume; however, the air freight industry is steadily increasing. Waterborne trade between the United States and the 11 selected countries in the Caribbean area for 1945 totaled about 758.8 million dollars or 16.6 billion pounds, whereas the total trade by air was 12.1 million dollars, which amounted to 3.3 million pounds. The maritime trade for 1946 showed a marked increase in value with a very small increase in weight over the 1945 trade, whereas the total air trade greatly increased in both value and weight. For 1946, maritime trade reached about 1.1 billion dollars with a weight of 17.6 billion pounds; the trade by air was 22.4 million dollars which amounted to 11.1 million pounds.

Intra-island or intra-republic transportation within the Caribbean is inadequate for most of the countries. This is particularly true for the countries in Central America where the rugged interior makes it difficult to transport products to the port cities. Highways have been constructed to serve the population centers, but many of these are yet unpaved and cannot be used during the rainy seasons. The interior cities of El Salvador and Guatemala have access to rail service which crosses Guatemala from the Pacific to the Caribbean Sea. Railway transportation is greatly lacking throughout Honduras; however, there are numerous rivers and many of them are navigable for considerable distances from the coast. The ports of Nicaragua are served by both railroads and highways, but they extend only for a short distance into the interior where pack mules are still used. Costa Rica has but one port on the Caribbean side which is Limón, but several small ones are on the Pacific Coast. The principal one is Puntarenas, the terminus of the Nation's Transcontinental Railway System. Due to the lack of surface transportation into the interior, the movement of products and passengers by air was introduced into this country in the early 1930s. The practice spread into Nicaragua, and today more than 70 communities in Central America are served by air transportation.

Canal Zone

Surface transportation within the Panama Canal Zone is good; the larger cities are served by a railroad which runs parallel to the Canal and is owned by the United States. They also have access to several small highways. The Republic of Panama is lacking in transportation facilities, with only a few miles of railroads and highways connecting their principal cities.

Cuba and Jamaica have a more

United States Imports by Air and Water from Caribbean Countries

1945

Destination	AIR Value	AIR Weight (lbs.)	WATER Value	WATER Weight (lbs.)
Guatemala	$ 57,190	20,958	$ 24,266,880	630,650,879
El Salvador	2,288	717	16,790,118	125,780,016
Honduras	12,114	1,691	9,020,246	770,502,860
Nicaragua	15,970	10,429	5,023,597	70,760,766
Costa Rica	40,601	13,276	10,966,192	223,971,632
Republic of Panama	9,583	1,386	2,613,410	119,780,287
Panama Canal Zone	45,408	22,256	1,874,876	78,394,083
Cuba	1,059,969	163,518	337,642,383	9,749,259,421
Jamaica	17,926	12,256	2,390,831	25,542,274
Haiti	211,959	40,724	15,949,257	288,213,026
Dominican Republic	237,694	496,112	14,460,229	405,947,599
TOTAL	$1,710,702	783,323	$440,888,019	11,488,802,844

1946

Guatemala	$ 682,570	435,209	$ 31,218,053	661,716,239
El Salvador	5,993	1,252	15,210,218	88,074,787
Honduras	16,828	4,284	9,409,021	686,480,047
Nicaragua	10,520	4,062	6,435,936	79,507,185
Costa Rica	105,645	59,116	10,603,826	361,344,100
Republic of Panama	37,085	2,770	5,800,671	241,201,020
Panama Canal Zone	138,872	65,109	2,070,671	67,749,692
Cuba	1,352,767	3,260,665	323,021,024	7,832,627,880
Jamaica	26,442	15,875	2,084,012	41,049,198
Haiti	299,201	157,273	17,684,763	324,826,180
Dominican Republic	170,397	307,123	25,494,394	498,456,772
TOTAL	$2,846,320	4,312,738	$449,032,589	10,883,033,100

complete transportation system than the other two major islands of the West Indies. Railroads and highways are both set up to service the major interior and port cities. Great lengths of the highways are paved; however, there are many small roads servicing the producing areas which are unpaved and hardly usable during the wet seasons. The intra-island transportation for Haiti and the Dominican Republic is primarily by motor truck. Puerto Rico has a small-gauge railroad which nearly encircles the island with dirt roads servicing the interior.

Charges for Transport

Transportation charges constitute a large percentage of the prices paid by consumers for most of our agricultural commodities. This is particularly true for goods that must be hauled long distances and from foreign countries. Special commodity rates have been established to ease the cost of transportation on certain commodities that could not be transported economically under the "all commodity" rate structure. These rates are influenced by the degree of special care that must be taken in handling them and the size per unit weight. The "all commodity" transportation rates are usually higher and based upon the weight per pound with some restriction to size.

The "maritime" freight rates are considerably lower than air freight rates, although the air freight rates include many more services. There is a much greater need for refrigeration when transporting perishable com-

(*Concluded on Page 42*)

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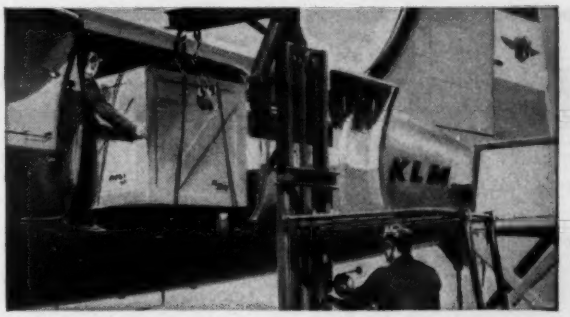

Assigned to every KLM transatlantic freight flight is a crew member concerned with cargo and cargo alone. Time consuming paper-work, which causes delay on the ground, he completes en route . . . *in the air.*

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ROYAL DUTCH AIRLINES

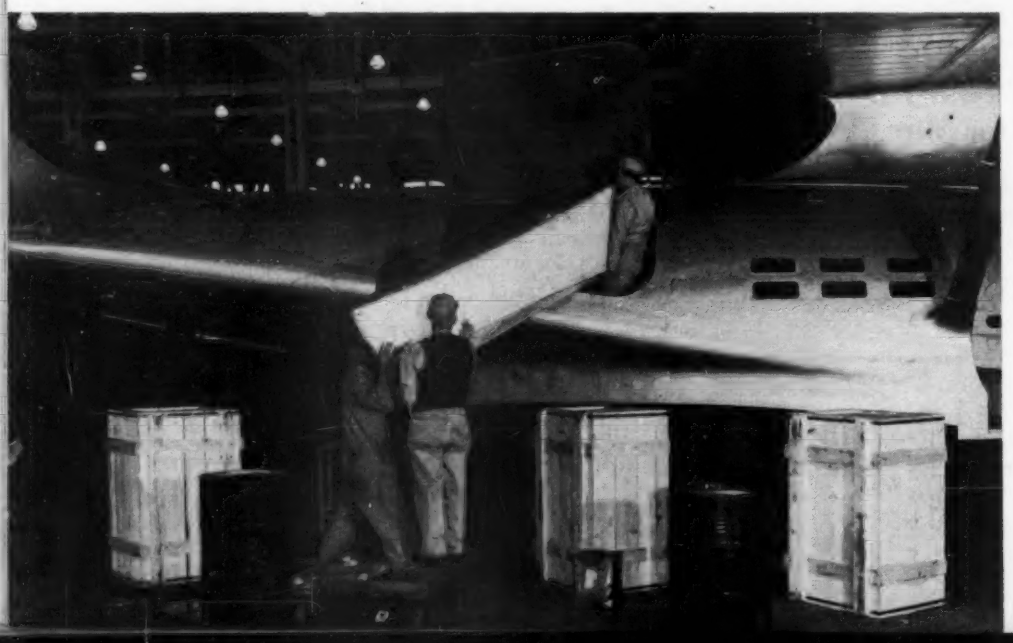
THE *Cats* MEOW

FEW who followed the news during World War II need be reminded of the outstanding military record of Consolidated Vultee's flying boats. Called *Catalinas* by the British, known formally by our Navy as PBYs (P-Patrol, B-Bomber, Y-Convair), they were dubbed by their Navy crews *Cats* or *Black Cats* when painted black for night flying. Thankful survivors of air sea rescue missions are wont to refer to them as "Angels With Black Wings." Whatever their name, their deeds give them a place in history. However, when the war closed, War Assets Administration experts classed *Catalina* flying boats and amphibians along with B-24s, P-40s, etc., as obsolete military planes of no commercial value.

CATALINA purchased by Argentina taking off from a Canadian field with the aid of jets

•

CARGO-TOTING CATS such as this one below are in regular service all over the world



Commercial Carrier

Flying men familiar with the efficiency curve of this remarkable aircraft had other ideas. They believed a PBY could easily be converted to a first rate commercial carrier. They pointed to the operating experience during the war of the Rubber Development Corporation. This agency of the United States Government operated fleets of PBYs in Brazil, Colombia, and Peru. They took men and supplies deep into the Amazon jungles to bring back raw rubber. This preview convinced many observers that *Catalinas* would make an ideal specialized cargo-passenger plane. Charles H. Babb, president of The Babb Company, agreed with this view. In fact, he had such faith that immediately after the war he bought over 100 *Cats*, including all available spares, from the Canadian Government and made arrangements for establishing a regular production line to overhaul and modify these aircraft.

Babb realized that the same qualities that made *Catalinas* outstanding performers for the military would make them topnotch commercial carriers. Originally designed for long-range coastal patrol, convoy protection, and submarine scouting, they were built to get the most range possible out of a gallon of gasoline. So, from the start, they had the very qualification so important to a good commercial transport.

WAGAIN

To convert PBYs to civilian carriers, excess military equipment is removed and cargo doors are installed. Flooring and proper hold-down fittings are added, and the *Cats* become an economical weight-lifter par excellence.

For back-country operation, the *Cats* have a big ace in the hole. In effect, they carry their airports with them under their wings. They are the only planes in today's market with a 10-ton payload that can operate in the backwoods of the world where waterways constitute the sole landing space available. And as the *Cats* ordinarily draw only 18 inches of water, bush pilots have found they can be operated nicely from small rivers and lakes.

The *Catalinas* made history during the war due to their prowess as scouts. Today, they are many times still used for scouting purposes by those looking for hidden deposits of the world's resources. Oil companies and mining engineers are particularly enthusiastic about the *Cat* for their operations.

Canadian Story

For example, in the Summer of 1947, Norancon Exploration Limited, of Canada, had three huge areas to explore—one in Quebec, and the other two in widely separated parts of Labrador. Not even the crudest of flying facilities existed in the interior and maps of the region were extremely inaccurate and misleading. The operation required an aircraft capable of long-range flights, carrying heavy payloads. Obviously it was a job made for the *Cats*. They were able to keep 31 of Norancon's men amply stocked with supplies at widely separated points. Smaller planes just couldn't have done the job. But the *Cats*, without refueling, were able to take off from the base at Goose Bay, fly across Labrador and Quebec, continuing on a devious route, making numerous stops over a round-trip course roughly 1,560 miles as the crow flies. The flights also usually involve a good deal of circling around the lakes, yet the plane always has ample fuel aboard upon its return to Goose Bay. This great range and endurance (the machine is capable of staying 24 hours in the air), gives

INITIAL LANDING of a Texaco PBY at Solita, Colombia. Average docking is four minutes.

•

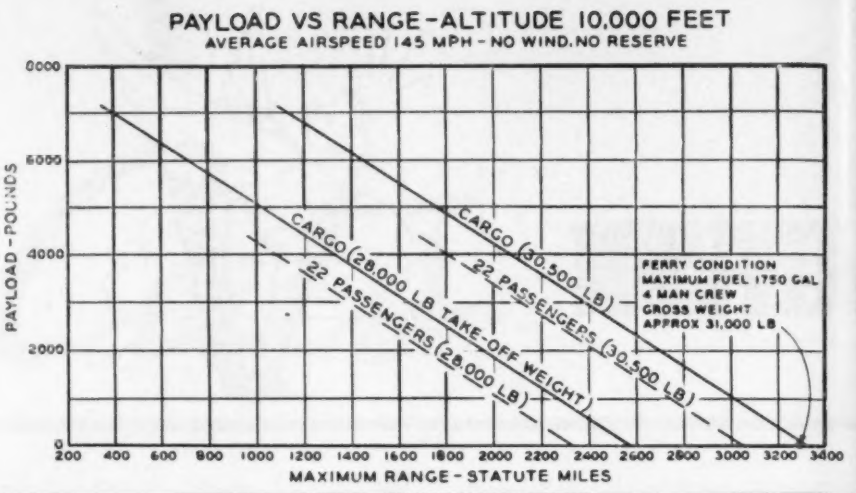
CATALINA in the service of the Asiatic Petroleum Company operating in New Guinea jungles

a hearty feeling of security to men flying over wild terrain. They know that in case of bad weather and possible straying off the right path, the *Cats* are capable of staying aloft many extra hours.

Norancon's converted PBYs sleep six people, provide cooking and toilet facilities, constitute in fact, flying camps. Their radio equipment is so powerful that from Lake Minto near the east coast of Hudson's Bay the crew can talk to the base station at Goose Bay, a distance of more than 500 miles.

In South America

The *Cats* are not only effective in the North. They are also widely used in South America. Among others, the Texas Company has bought a fleet of *Catalinas* from Babb. Texaco operates them in both Colombia and Venezuela to help in the search for oil and to keep drilling sites supplied once oil is found. The oil company's operation out of Bogota, Colombia, for instance, shows why they find *Catalinas* indispensable tools. They operate deep into the Amazon jungle country. Before the *Cats* were used, it required seven to 12 days to get from Bogota down to Texaco's drilling sites, using a combination of boat, railroad, truck, and boat, in that order. Few men cared to go, because in case of accident or sickness, returning for medical attention at a hospital was a grueling experience. Now, the *Cats* take off from the airport at Bogota (altitude 8,500 feet) with an 8,000-pound payload, and after a three-hour flight—most of which is on oxygen, as mountains in the area tower 16,000 feet—they land on the Magdalena River at a place whimsically called Solita (meaning Lone Woman).



It is a lone spot, just a few degrees above the Equator, tucked deep in the underbrush. Here Texas maintains complete radio facilities, because finding the base at Solita without a beam is not relished even by hardened airmen of the area. The radio net also serves to keep headquarters in Bogota posted on daily conditions at the drilling sites. Texas officials have found this immediate contact with the home base a powerful morale builder for men in the field. They know that in case of trouble they can be pulled out of the

(*Concluded on Page 44*)

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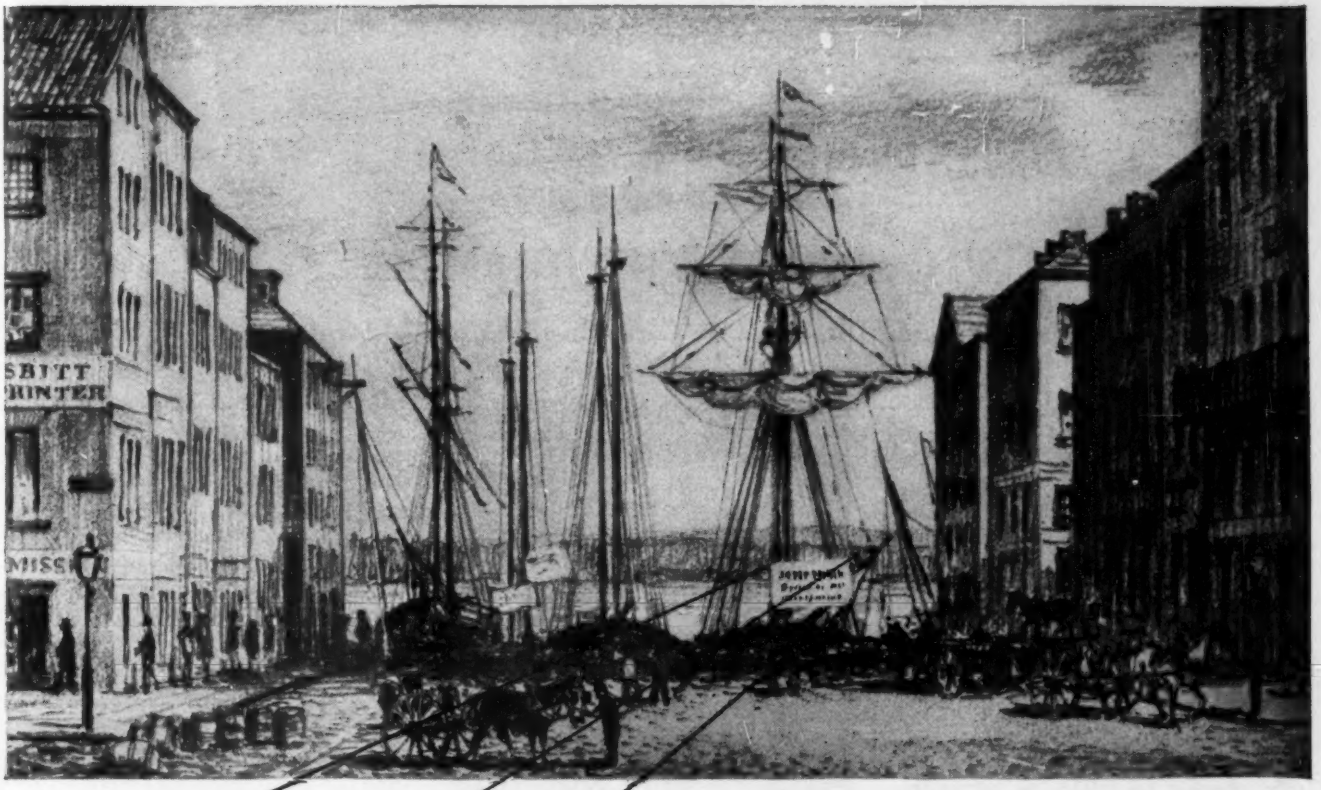
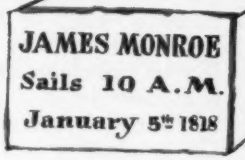


Courtesy of The Seamen's Bank For Savings



Nearly all the things that men use, the world over, find their way to markets through seaports—the dynamos of domestic and foreign trade.

To protect cargoes and speed commerce, and meet the keen competition of other ports for more shipping, all the facilities by which ports serve maritime trade are steadily being improved. Greater progress has been made in that direction in the past two centuries than in all the previous 4000 years of water-borne commerce.

Many of these forward strides have been inaugurated by the Port of New York—including a useful service now taken for granted, but once a striking innovation. That is the practice of posting a vessel's sailing date in advance, begun in 1818 by the full-rigged packet ship, *James Monroe*, of the famous Black Ball Line. With her three sister ships, the *James Monroe* also founded the first regular service between New York and Liverpool.

Marine insurance, like the shippers it safeguards and the modern ports which serve the ships, is being constantly improved and strengthened.

TALBOT, BIRD & CO., INC.

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111 JOHN STREET **NEW YORK 7, N. Y.**

Should Airlines and Aircraft Manufacturers Underwrite Another Air Cargo Research Project?

YES, says...

J. PRESCOTT BLOUNT

Managing Director, Air Cargo Institute of California

THE airlines have already poured hundreds of dollars into cargo research. Aircraft manufacturers have also given exhaustive and expensive study to this subject. Airline management may well question the necessity or justification for further work in a field which appears to be so well saturated.

Let's take stock of what *has* been done, and what *needs* to be done, in the light of *today's* experience:

1 As an employee of United Air Lines, the writer submitted on August 13, 1943, an appraisal of the Booz-Fry-Allen-Hamilton cargo study which had been recently completed for United. This study found that air cargo would develop like rail express, with preponderance of West and Southbound, and very little to balance this flow. Today's experience indicates its accuracy in predicting directional flow (something that some later studies misjudged). However, it offered little or no help in solving the *problem*.

2 Air Cargo, Inc. as constituted for research, may have left much to be desired in the minds of most airline managements. It did little more than repeat the findings of Booz-Fry-Allen-Hamilton, but did it on a vast scale and in much greater detail. While it indicated potentials, directional flow, and a serious lack of balance, it offered no solution or practical advice on how to generate new business in the directions required.

3 To find the basis, if any, for justifying perishables as air cargo, United Air Lines joined Wayne University and the Atlantic and Pacific Tea Company in 1944, to carry on a program of actual shipping, taste and laboratory testing, and experimental marketing of perishable products. **(See April and August, 1944 AT.)** In its second

J. Prescott Blount

year, Pan American World Airways and the Goodyear Tire and Rubber Company joined this program. While it included several elements vital to its success, and appeared to be the most practical research endeavor undertaken thus far, it was hampered by lack of other essential factors. Its results might be appraised as follows:

(a) Development of new business: *Failure.*

(b) Development of packaging: *Good* (*Insulpak, Hammock Pak*).

(c) Consumer education: *Failure.*

(d) Return on investment, publicity-wise: *Excellent.*

New Business

The basic job of finding the means of developing *new business,* of creating new markets, of educating consumers, etc. up to that time was still unsolved, and in fact, practically untouched. Reasons for failure were chiefly the following:

(a) Lack of controlled sources of supply of commodities for use in the research program.

(b) Lack of technical agricultural personnel at either end of the operation. Wayne has no College of Agriculture, and no cooperative arrangement had been set up with college, state, or Federal departments of agriculture and others.

(c) United had no air freight tariff at the time. Air express was too costly to permit making commercial shipments, paid for out of the limited air cargo research budget. Deadheading research shipments could not be done, except by United States taking ownership, and then giving it to Wayne, which in turn could not sell it commercially. This prevented carrying on a market-testing program of any consequence.

(d) The status of prepackaging at origin, was less than primitive at that period. Transparent film was difficult to obtain, even for sample purposes. Cartons and shipping containers for air shipment were not then even on the drawing boards.

(e) Refrigerated display cases were just being introduced for fruit and vegetable departments on a test basis. There was little or no opportunity for their use in Detroit in connection with the joint survey work.

4 American Airlines inaugurated air freight service on October 15, 1944, in effect offering to *carry* the business which any of the research programs indicated could or would move, if and when such service were offered. **(See October, 1944 AT.)** Jim Wooten described this as an *action*—not-words program. American carried many planeloads of commodities of all classes, including perishables. Ralph Myers of Salinas, California, shipped 365,000

(*Concluded on Page 36*)

As a companion piece to J. Prescott Blount's article which appears on the opposite page, this one stresses why air freight is so important to the economy of California, why airborne agriculture is part of the answer, and . . .

Why The Air Cargo Institute Of California Was Formed

IN every mode of transport the carriage of freight has developed from an incidental to a major portion of the business. Ships that carried armies and explorers now carry the world's ocean-going cargo. The railroads which for 30 years were primarily passenger carriers now derive about nine times as much revenue from freight. Even the automotive industry now find its big business and bright future in over-the-road freight. Is it not logical to assume air transport will follow the same pattern?

The historic problem in all forms of transportation is the development of balanced load factors. It costs the carrier just about twice as much to haul a ton one way if it must return empty. Railroads have found it expedient to create or stimulate entire new industries just for the purpose of giving better balance to the flow of traffic.

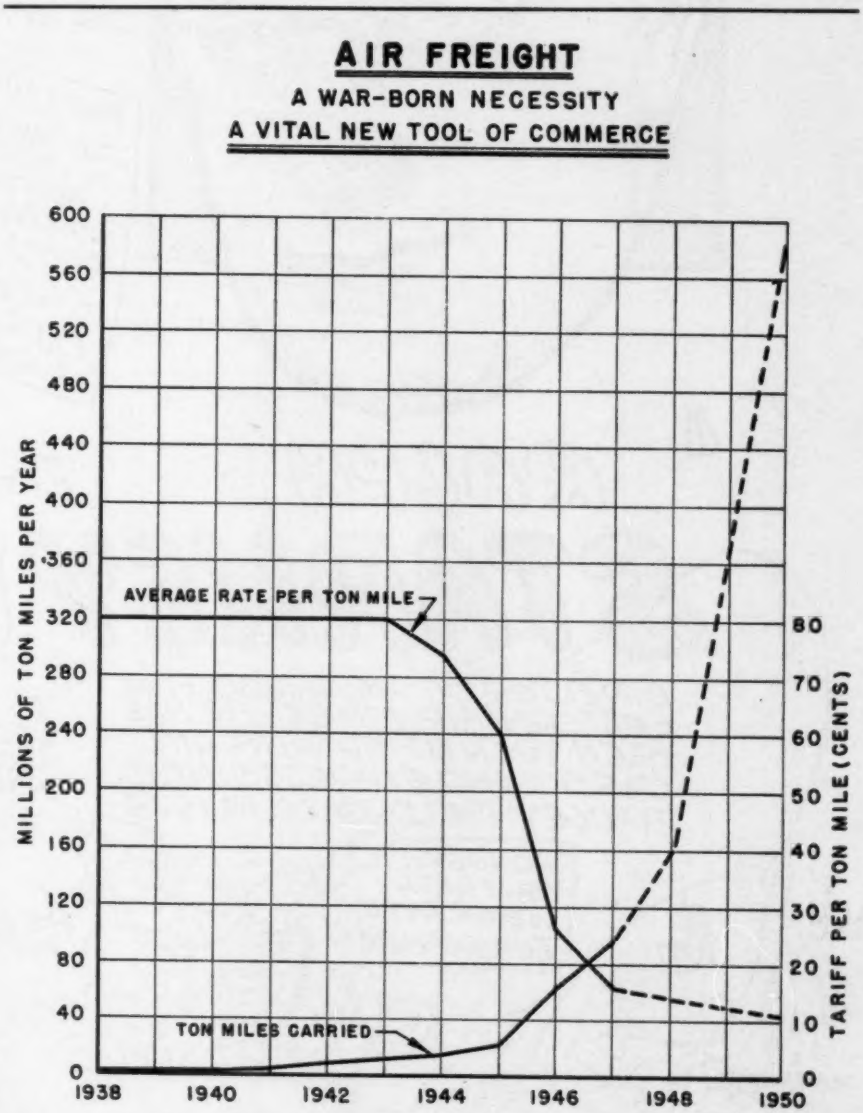
Ship lines and railroads have had a hundred years and more to learn the economics of transportation, adjust their routes, and develop their shipping procedures so as to solve, as far as possible, this vital problem of *balanced load* factors.

Air cargo, on the other hand, is an infant—a postwar baby. A trickle in 1944, in 1948 it is an industry which is handling 160,000,000 ton-miles annually. Its volume already exceeds by nearly 10 times the total cargo (air express) handled by all domestic airlines in 1944. This rate of growth looks almost phenomenal. But in the cargo transport family as a whole air freight is still an infant, for it handles only about three-hundredths of one percent of the volume of freight hauled by the railroads alone.

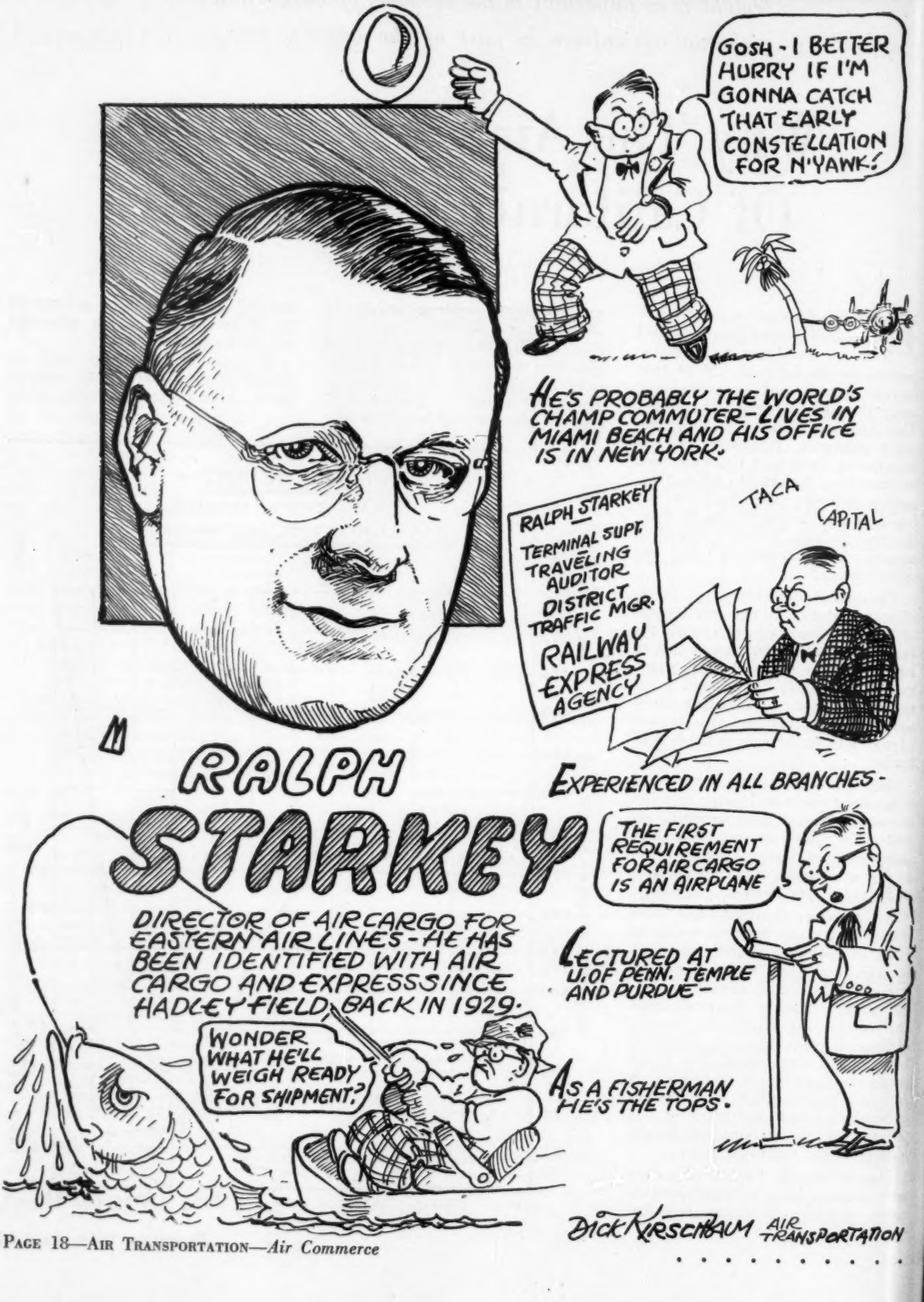
During the war billions of dollars were expended for aviation development. A multitude of new technical and operating problems had to be solved. Practically the only phase of aviation left undeveloped during this period of mushroom growth was the economic aspect of the commercial air freight industry. Thus, the air cargo industry today, from a technical and operating aspect, is from 10 to 20 years ahead of its sales and service functions.

If commercial aviation and air freight in particular are to continue their rapid progress, further study

(*Concluded on Page 37*)



AIR CARGO PROFILES . . .


GOSH - I BETTER HURRY IF I'M GONNA CATCH THAT EARLY CONSTELLATION FOR N'YAWK!
HE'S PROBABLY THE WORLD'S CHAMP COMMUTER - LIVES IN MIAMI BEACH AND HIS OFFICE IS IN NEW YORK.
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AIR SHIPPING ★★★

[REG. U. S. PAT. OFF.]

International Cargo Rates

(including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).

Shippers are warned, however, that these rates are subject to change.

All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.

International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BUJ—Beaumont, Tex.
BGR—Bangor, Me.
BOS—Boston
BRO—Brownsville, Tex.
BTV—Burlington, Vt.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cut Bank, Mont.
DAL—Dallas
DTT—Detroit
DLH—Duluth
ELD—El Dorado, Ark.
ELP—El Paso
EVV—Evansville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
HFD—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
MKC—Kansas City, Mo.
LRD—Laredo
LIT—Little Rock, Ark.
LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
IDL—New York (Idlewild)
EWR—Newark
NLD—Nueva Laredo, Mex.
PUK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
QY—Sydney, N. S.
STL—St. Louis
SAT—San Antonio
SFO—San Francisco
SEC—Seattle
SHV—Shreveport, La.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
DCA—Washington, D. C.

AIRLINE SYMBOLS

A—American Airlines
AF—Air France
AO—American Overseas
B—Braniff International Airways
BO—British Overseas Airways Corp.
C—Colonial Airlines
CS—Chicago & Southern Air Lines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
PH—Philippine Air Lines
PI—Peruvian International Airways
S—Sabena
SA—Swissair
SI—Skyways International
SW—Seaboard & Western
SS—Scandinavian Airlines System
T—Trans-Canada Air Lines
TA—TACA Airways
TC—Trans-Caribbean Air Lines
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over $7.71 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

P: Valuation charge is only on shipments with a declared valuation in excess of $7.71 per lb.

SW: Special rates for shipments of 1,000–4,999 lbs. and 5,000–9,999 lbs

TA: No valuation charge for shipments under $5,000 valuation . . . TACA has a special rate for shipments over 500 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

* This involves onward carriage by another airline.

▲ TCA Aircargo rate of 25 lbs. or less.

TC Cheaper "deferred" rate available. Contact airline direct.

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Aden	LGA AO*	2.19	1.64	.15	Dly
"	LGA BO	2.11	1.60	.20	
Ajaccio, Fr. Corsica	LGA AO*	1.32	1.04	.15	Dly
"	IDL AF	1.29	.97	.20	Thrice Wkly
"	BOS AF	1.26	.95	.20	
Algiers, Algeria	LGA TW	1.32	.95	.20	M
"	LGA AO*	1.54	1.18	.15	T,F,Sa
"	LGA C*	1.30	.93	.30	
"	IDL AF	1.32	.95	.20	Dly
"	BOS AF	1.29	.93	.20	Dly
Allahabad, India	DCA C*	1.30	.93	.30	
"	IDL AF	1.32	.95	.20	Dly
Amsterdam, Netherlands	LGA AO	1.15	.83	.20	Sa,T,Th
"	LGA SI	1.25	.75	.25	Frequently
"	IDL S	1.15	.84		Su,T,Th
"	LGA TR	.86	.71	12½	Frequently
"	HFD TR	.86	.71	12½	Frequently
"	LGA C*	1.13	.83	.30	
"	DCA C*	1.13	.83	.30	
"	LGA BO	1.15	.83	.20	Dly except W
"	IDL SS	1.44	.99	.20	Su,M,W,F
"	IDL AF	1.15	.83	.20	Dly
"	BOS AF	1.12	.81	.20	Dly
"	IDL K	1.15	.83	.15	Dly except M
"	LGA TC	.85	.70	.25	
Anchorage, Alaska	SEC P	.45	.18	.15	Dly
Anchorage (cont'd)	SEC NW	.60	.22½	.10	Dly
"	MPS NW	1.08	.35	.10	Dly
Angat, Bulacan, Phil.	SFO PH	2.50	1.80	.20	W,Sa.
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	
"	PDX W*	2.50	1.80	.20	
"	SEC W*	2.50	1.80	.20	
Ankara, Turkey	LGA C*	1.71	1.37	.30	
"	DCA C*	1.71	1.37	.30	
Antigua, B.W.I.	LGA P	.46	.41	.15	Dly
"	MIA P	.45	.33	.15	Dly
"	MSY P	.96	....	.15	Dly
"	HOU P	1.18	....	.15	Dly
"	BRO P	1.10	....	.15	Dly
"	CRP P	1.13	....	.15	Dly
"	NLD P	1.12	....	.15	
"	LAX P	1.35	....	.15	Dly
Antilla, Cuba	MIA P	.30	.15	.15	Dly
Antofagasta, Chile	MIA P	1.19	.86	.15	Dly
"	MSY P	1.35	1.01	.15	Dly
"	HOU P	1.41	1.05	.15	Dly
"	BRO P	1.36	1.02	.15	Dly
"	CRP P	1.38	1.04	.15	Dly
"	NLD P	1.36	....	.15	
"	LAX P	1.51	1.13	.15	Dly
"	DCA PI	1.30	.95	.20	Tu,Sa
"	IDL PI	1.33	.97	.20	T,Sa
"	LGA SI	1.28	.95	.20	Frequently
"	MIA SI	1.19	.86	.20	Frequently
Antwerp, Belgium	LGA AO*	1.19	.85	.15	Dly
Any Destination in Colombia other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1.18	....	.15	Dly
"	HOU P	1.28	....	.15	Dly
"	BRO P	1.20	....	.15	Dly
"	CRP P	1.23	....	.15	Dly
"	NLD P	1.22	....	.15	
"	LAX P	1.49	....	.15	Dly
Apal, T. Pampanga, Phil.	SFO PH	2.50	1.80	.20	W,Sa
Apal (cont'd)	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	
"	PDX W*	2.50	1.80	.20	
"	SEC W*	2.50	1.80	.20	
Aparri, Phil.	SFO PH	2.00	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.00	1.90	.20	
"	PDX W*	2.00	1.90	.20	
"	SEC W*	2.00	1.90	.20	
Aracaju, Brasil	LGA P	1.54	....	.15	Dly
"	MIA P	1.26	....	.15	Dly
"	MSY P	1.53	....	.15	Dly
"	HOU P	1.66	....	.15	Dly
"	BRO P	1.60	....	.15	Dly
"	CRP P	1.63	....	.15	Dly
"	NLD P	1.63	....	.15	
"	LAX P	1.90	....	.15	Dly
Arequipa, Peru	MIA P	1.10	.83	.15	Dly
"	MSY P	1.27	.95	.15	Dly
"	HOU P	1.33	.99	.15	Dly
"	BRO P	1.28	.96	.15	Dly
"	CRP P	1.30	.98	.15	Dly
"	NLD P	1.26	....	.15	
"	LAX P	1.46	1.10	.15	Dly
Arica, Chile	MIA P	1.14	.85	.15	Dly
"	MSY P	1.30	.98	.15	Dly
"	HOU P	1.36	1.01	.15	Dly
"	BRO P	1.31	.98	.15	Dly
"	CRP P	1.34	1.00	.15	Dly
"	NLD P	1.26	....	.15	
"	LAX P	1.48	1.11	.15	Dly
"	MIA SI	1.14	.85	.20	Frequently
"	LGA SI	1.23	.94	.20	Frequently
Armenia, Colombia	MIA P	.65	.44	.15	Dly
"	MSY P	1.04	....	.15	Dly
"	HOU P	1.15	....	.15	Dly
"	BRO P	1.07	....	.15	Dly
"	CRP P	1.10	....	.15	Dly
"	NLD P	1.09	....	.15	
"	LAX P	1.34	....	.15	Dly
"	BUJ CS	.51	.39	.15	T,Th,Sa
"	CHI CS	.53	.41	.15	T, Th,Sa
"	YIP CS	.53	.41	.15	T,Th,Sa
"	ELD CS	.52	.40	.15	T,Th,Sa
"	EVV CS	.51	.39	.15	T,Th,Sa
"	FWA CS	.53	.41	.15	T,Th,Sa
"	GRW CS	.50	.38	.15	T,Th,Sa
"	HOT CS	.52	.40	.15	T,Th,Sa
"	HOU CS	.51	.39	.15	T,Th,Sa
"	IND CS	.52	.40	.15	T,Th,Sa
"	JAN CS	.50	.38	.15	T,Th,Sa
"	LIT CS	.52	.40	.15	T,Th,Sa
"	MEM CS	.50	.38	.15	T,Th,Sa
"	MSY CS	.49	.37	.15	T,Th,Sa
"	PUK CS	.51	.39	.15	T,Th,Sa
"	PIA CS	.53	.41	.15	T,Th,Sa
"	STL CS	.52	.40	.15	T,Th,Sa
"	SHV CS	.52	.40	.15	T,Th,Sa
"	HUF CS	.53	.41	.15	T,Th,Sa
"	TOL CS	.53	.41	.15	T,Th,Sa
Aruba, N.W.I.	MIA K	.41	.29	.15	Dly
Asmara, Ethiopia	LGA AO*	2.08	1.56	.15	Dly
"	LGA BO	1.98	1.55	.20	Dly except W
Asuncion, Paraguay	LGA P	1.77	....	.15	Dly
"	MIA P	1.53	....	.15	Dly
"	MSY P	1.75	....	.15	Dly
"	HOU P	1.94	....	.15	
"	BRO P	1.86	....	.15	Dly
"	CRP P	1.89	....	.15	Dly
"	NLD P	1.80	....	.15	
"	LAX P	2.19	....	.15	Dly
Athens, Greece	LGA AO*	1.66	1.20	.15	T,F,Sa
"	IDL SA	1.57	1.11	....	Su
"	LGA SI	1.70	1.35	.25	Frequently
"	LGA TR	1.20	.90	.15	Frequently
"	HFD TR	1.20	.90	.15	
"	IDL SW	1.28	1.03	.30	
"	LGA C*	1.55	1.11	.30	
"	DCA C*	1.55	1.11	.30	
"	LGA BO	1.57	1.11	.20	F
"	IDL AF	1.57	1.11	.20	Weekly
"	BOS AF	1.54	1.09	.20	
"	IDL K	1.57	1.11	.15	T,F
"	IDL SS	1.57	1.11	.20	Sa,M,W,F
"	LGA TW	1.57	1.11	.20	Dly
"	DCA TW	1.59	1.14	.20	M,Sa
"	CHI TW	1.63	1.18	.20	Sa
"	CHI TW	1.63	1.18	.20	Sa
"	PHL TW	1.58	1.13	.20	M,Sa
"	BOS TW	1.54	1.09	.20	F
"	YIP TW	1.61	1.16	.20	Sa
"	LGA TC	1.15	.90	.25	
Auckland, N. Z.	LAX P	2.06	1.57	.15	M
"	SFO P	2.06	1.57	.15	M
"	LGA BO	3.73	2.80	.30	Su,T,F,Sa
"	SFO BO*	2.06	1.55	.15	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Augusta, Italy	LGA AO*	1.45	1.15	.15	Dly
"	LGA SO	1.37	.97	.20	Dly except W
Bacolod, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Baghdad, Iraq	LGA AO*	1.94	1.46	.15	Dly
"	LGA SI	2.36	1.60	.25	Frequently
"	LGA C*	1.74	1.30	.30	.....
"	DCA C*	1.74	1.30	.30	.....
"	LGA BO	1.76	1.32	.20	Dly except W
"	IDL AF	1.76	1.30	.20	Weekly
"	BOS AF	1.73	1.29	.20	.....
"	IDL K	1.76	1.32	.15	Dyl except M
"	IDL SS	1.76	1.32	.20	Su,M,W,F
Baguio, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Bahia, Brazil (*See Sao Salvador*)					
Bahrein, Arabia	LGA AO*	2.07	1.55	.15	Dly
"	LGA SI	2.40	1.65	.25	Frequently
"	LGA C*	2.00	1.50	.30	.....
"	DCA C*	2.00	1.50	.30	.....
"	LGA BO	1.91	1.43	.20	Dly
Balboa, Canal Zone	MIA P	.39	.29	.10	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly except W
"	BRO P	.50	.39	.15	Dly
"	NLD P	.66	.47	.15	.....
"	CRP P	.50	.39	.15	Dly
"	LAX P	.83	.63	.20	Dly
"	MIA SI	.39	.28	.10	Frequently
"	LGA SI	.47	.37	.10	Frequently
"	HOU B	.50	.39	.10	M,W,F
"	CHI B	.51	.41	.20	M,W,F
"	CRP B	.50	.39	.10	M,W,F
"	DAL B	.51	.40	10	M,W,F
"	YIP B	.51	.41	.20	M,W,F
"	MSY B	2.47	.37	.15	M,W,F
Baler, Philippines	SFO PH	1.60	1.90	.20	W,Sa
"	HJR PH	2.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Baliwag, Bulacan, Phil	SFO PH	1.50	1.90	.20	W,Sa
"	HJR PH	2.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Bangkok, Siam	LGA C*	2 44	1.83	.30	.....
"	DCA C*	2 44	1.83	.30	.....
"	LGA P	2.46	2.20	.15	W,Sa.
"	LAX P	2.96	2.13	.15	M,T,W,F,Sa
"	BOS P	2.89	2.17	.15	.....
"	SFD P	2.89	2.17	.15	M,T,W,F,Sa
"	LGA AO*	2.73	2.01	.15	T,F,Sa
"	IDL AF	2.54	2.20	.20	.....
"	BOS AF	2.51	2.18	.20	.....
"	LGA SI	2.60	2.22	.25	Frequently
"	LGA TR	2.34	2.00	.25	Frequently
"	HFD TR	2.34	2.00	.25	Frequently
"	LGA BO	2.46	2.20	.20	Dly except W
"	IDL K	2.46	2.20	.15	Dly except M
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
"	LGA TC	2.30	2.20	.25	.....
Bangui, Belg. Congo	IDL AF	2.05	1.54	.20	Weekly
"	BOS AF	2.02	1.52	.20	.....
Baracoa, Cuba	MIA P	.22	.16	15	Dly
Barcelona Spain	LGA AO*	1 46	1.11	.15	T,F,Sa
"	IDL AF	1.30	.98	.20	Twice Wkly
"	BOS AF	1.27	.95	.20	Twice Wkly
"	IDL SA	1.41	1.06	....	Su
"	LGA P	1.30	.98	.15	.....
"	BOS P	1.27	.95	15	.....
Barcelona, Venezuela	LGA P	.66	.54	15	Dly
"	MIA P	.53	.38	15	Dly
"	MSY P	.93	.63	15	Dly
"	HOU P	1.02	.68	15	Dly
"	BRO P	.94	.64	15	Dly
"	NLD P	1.15	....	15	.....
"	CRP P	.97	.65	15	Dly
"	LAX P	1.36	....	15	Dly
"	LGA C*	.75	.52	.30	.....
"	DCA C*	.75	.52	.30	.....
Barranca, Bermeja, Col	MIA P	.60	.41	15	Dly
"	MSY P	1.12	....	15	Dly
"	HOU P	1.28	....	15	Dly
"	BRO P	1.20	....	15	Dly
"	CRP P	1.23	....	15	Dly
"	NLD P	1.23	....	15	.....
"	LAX P	1.49	....	15	Dly
Barranquilla, Colombia	MIA P	.36	.26	15	Dly
"	MSY P	.74	.52	15	Dly
"	HOU P	.84	.58	15	Dly
"	BRO P	.75	.53	15	Dly
"	CRP P	.78	.55	15	Dly
"	NLD P	.98	....	15	.....
"	LAX P	1.23	....	15	Dly
"	LGA C*	.55	.40	.30	.....
"	DCA C*	.55	.40	.30	.....
"	LGA SI	.44	.37	.10	Frequently
"	MIA SI	.35	.25	.10	Frequently
"	MIA K	.53	.38	.15	T,F
Basco, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
Basco (cont'd)	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
"	LGA TC	.45	.35	.25	.....
Basle, Switzerland	LGA AO*	1.32	.98	.15	T,F,Sa
"	LGA TR	.92	.80	12½	Frequently
"	HFD TR	.92	.80	12½	Frequently
"	LGA C*	1.20	.92	.30	.....
"	DCA C*	1.20	.92	.30	.....
"	IDL AF	1.19	.88	.20	Six Weekly
"	BOS AF	1.16	.86	.20	.....
"	IDL S	1.20	.89	....	Su, T, Th
"	IDL SA	1.19	.88	....	Su
"	IDL K	1.19	.88	.15	Dly except Su
Basrah, Iraq	IDL K	1.85	1.32	.15	Dly except M
"	LGA AO*	1.85	1.53	15	T,F,Sa
"	LGA SI	2.40	1.65	.25	Frequently
"	LGA C*	1.83	1.30	30	.....
"	DCA C*	1.83	1.30	.30	.....
"	LGA BO	1.85	1.32	.20	Su,T,Th,F,Sa
"	IDL AF	1.85	1.32	20	Su,T,Th,F,Sa
"	BOS AF	1.82	1.30	.20	Su,T,Th,F,Sa
"	LGA TW	1.85	1.32	.20	M, W
Bastia, Corsica	IDL AF	1.29	.97	.20	Six Weekly
"	BOS AF	1.26	.95	.20	.....
Batavia, Java	LGA AO*	2.95	2.18	.15	T,F,Sa
"	LGA SI	2.95	2.36	.25	Frequently
"	IDL K	2.68	2.36	15	Dly except M
Bauru, Brazil	LGA P	1.67	....	.15	Dly
"	MIA P	1.46	....	.15	Dly
"	MSY P	1.60	....	.15	Dly
"	HOU P	1.79	....	.15	Dly
"	BRO P	1.71	....	.15	Dly
"	CRP P	1.74	....	.15	Dly
"	NLD P	1.73	....	.15	.....
"	LAX P	2.05	....	.15	Dly
Bayamo, Cuba	MIA P	.17	.13	.15	Dly
Beirut, Lebanon	LGA AO*	1.73	1.30	.15	Dly
"	LGA SI	2.25	1.50	.25	Frequently
"	IDL AF	1.62	1.12	20	.....
"	BOS AF	1.59	1.10	20	.....
Belem, Brazil	LGA P	.94	.68	.15	Dly
"	MIA P	.89	.61	.15	Dly
"	MSY P	1.28	.81	.15	Dly
"	HOU P	1.38	.85	15	Dly
"	BRO P	1.30	.81	.15	Dly
"	CRP P	1.33	.83	.15	Dly
"	NLD P	1.35	....	.15	.....
"	LAX P	1.56	....	15	Dly
"	MIA SI	.88	.60	.20	Frequently
"	LGA SI	.99	.68	.20	Frequently
Belfast, N. Ireland	LGA AO*	1.16	.89	.15	Dly
Belgrade, Yugoslavia	LGA AO*	1.54	1.18	.15	T,F,Sa
"	IDL AF	1.54	1.16	.20	.....
"	BOS AF	1.51	1.13	.20	.....
Belize, Br. Hond	MSY TA	.39	.29	....	M,W,F
"	MEX TA	.39	.30	....	T,Th,Sa
Bello-Horizonte, Brazil	LGA P	1.64	....	.15	Dly
"	MIA P	1.44	....	15	Dly
"	MSY P	1.56	....	.15	Dly
"	HOU P	1.77	....	15	Dly
"	BRO P	1.69	....	.15	Dly
"	CRP P	1.72	....	.15	Dly
"	NLD P	1.72	....	.15	.....
"	LAX P	1.99	....	.15	Dly
Bergen, Norway	LGA AO*	1.20	.94	15	T,F,Sa
"	IDL SS	1.28	.88	20	T,Th,Sa
Berlin, Germany	LGA AO	1.29	92	15	Dly
"	LGA TR	1.00	.85	12½	Frequently
"	HFD TR	1.00	.85	12½	Frequently
"	LGA C*	1.27	.90	.30	.....
"	DCA C*	1.27	.90	.30	.....
"	LGA BO	1.29	.92	.20	Su,T,Th,F,Sa
"	IDL AF	1.29	.92	.20	.....
"	BOS AF	1.26	.90	.20	.....
"	LGA TC	.95	.85	.25	.....
Bermuda	LGA BO	.25	.15	.10	Su,M,T,Sa
Bigas, Bulacan, Phil	SFO PH	2.50	1.80	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Bilwaskarma, Nic					
Bluefields, Nicaragua	MSY TA	.55	.42	....	M,W,F
"	MEX TA	.43	.33	....	T,Th,Sa
Bocaye, Bulacan, Phil	SFO PH	2.50	1.80	20	W,Sa
"	HJR PH	1.79	1.26	20	W,Sa
"	LAX W*	2.50	1.80	20	.....
"	PDX W*	2.50	1.80	20	.....
"	SEC W*	2.50	1.80	20	.....
Bogota, Colombia	MIA P	.62	.42	.15	Dly
"	MSY P	1.08	....	.15	Dly
"	HOU P	1.19	....	.15	Dly
"	BRO P	1.11	....	.15	Dly
"	NLD P	1.13	....	.15	.....
"	CRP P	1.14	....	.15	Dly
"	LAX P	1.38	....	.15	Dly
"	LGA C*	.75	.50	.30	.....
"	DCA C*	.75	.50	.30	.....
"	MIA SI	.61	.39	.10	Frequently
"	LGA SI	.70	.48	.10	Frequently
Bologna, Italy	LGA AO*	1.44	1.09	.15	T,F,Sa
Bombay, India	LGA AO*	2.38	1.78	.15	Dly
"	LGA SI	2.45	1.85	.25	Frequently
"	LGA TR	2.22	1.42	.20	Frequently
"	HFD TR	2.22	1.42	.20	Frequently
"	LGA C*	2.21	1.65	.30	.....
"	DCA C*	2.21	1.65	.30	.....
"	LGA BO	2.23	1.67	.20	Th
"	LGA TW	2.23	1.67	.20	Su,M,W,Th
Bombay (cont'd)	IDL K*	2.23	1.67	.20	Dly except M
"	LGA TC	2.20	1.40	.25	.....
Bonaire, N.W.I	MIA K	.44	.32	....	Dly except Sa
Bonanza, Nicaragua	MSY TA	.56	.43	.10	M,W,F
"	MEX TA	.44	.34	....	T,Th,Sa
Bone, Algeria	LGA AO*	1.42	1.12	.15	Dly
"	IDL AF	1.38	1.04	.20	Dly
"	BOS AF	1.35	1.01	.20	.....
Bordeaux, France	LGA AO*	1.21	.94	.15	Dly
"	LGA BO	1.21	.88	.20	Su,M,T,F,Sa
Bowen, Australia	LGA BO	3.24	2.43	.20	Su,M,Th
Bratislava, Czecho	LGA AO*	1.42	1.08	.15	T,F,Sa
Brazzaville, Fr. Eq. Af	IDL AF	2.25	1.69	.20	Wkly
"	BOS AF	2.22	1.67	.20	.....
Bremen, Germany	LGA C*	1.27	.90	.30	.....
"	DCA C*	1.27	.90	.30	.....
"	LGA TC	.90	.80	.25	.....
Brno (Brun), Czecho	LGA AO*	1.39	1.05	.15	T,F,Sa
Brussels, Belgium	LGA P	1.12	.82	.15	Dly
"	BOS P	1.09	.80	.15	Dly
"	LGA AO*	1.19	.87	.15	T,F,Sa
"	LGA SI	1.13	.73	.25	Frequently
"	LGA S	1.12	.82	....	Su,T,Th
"	LGA TR	.80	.65	12½	Frequently
"	HFD TR	.80	.65	12½	Frequently
"	IDL SW	.92	.73	.20	.....
"	LGA C*	1.10	.82	.30	.....
"	DCA C*	1.10	.82	.30	.....
"	LGA BO	1.12	.82	.20	Su,T,Th,F,Sa
"	IDL SS	1.48	1.01	.20	S.M.W.F
"	IDL AF	1.12	.82	.20	Dly
"	BOS AF	1.09	.80	.20	Dly
"	IDL K	1.15	.83	.15	Dly except M
"	LGA TC	.75	.65	.25	.....
Bucaramanga, Colombia	MIA P	.60	.41	.15	Su,W,F
"	MSY P	1.12	....	.15	Su,M,Th,F
"	HOU P	1.28	....	.15	Su,M,Th,F
"	BRO P	1.20	....	.15	Su,M,Th,F
"	CRP P	1.23	....	.15	Su,M,Th,F
"	NLD P	1.23	....	.15	.....
"	LAX P	1.48	....	.15	Su,M,Th,Sa
Bucharest, Rumania	LGA AO*	1.62	1.25	.15	T,F,Sa
"	IDL AF	1.60	1.20	.20	.....
"	BOS AF	1.57	1.18	.20	.....
Budapest, Hungary	LGA AO*	1.47	1.11	.15	T,F,Sa
"	IDL AF	1.45	1.09	.20	.....
"	BOS AF	1.42	1.07	.20	.....
"	IDL K	1.45	1.09	.20	T
Buenaventura, Col	MIA P	.68	.46	.15	T,Th
"	MYS P	1.19	....	.15	F
"	HOU P	1.28	....	.15	F
"	BRO P	1.20	....	.15	F
"	CRP P	1.23	....	.15	F
"	NLD P	1.26	....	.15	.....
"	LAX P	1.52	....	.15	Th
Buenos Aires, Argentina	LGA P	1.64	94	.15	Twice Dly
"	MIA P	1.56	.90	.15	Twice Dly
"	MSY P	1.54	1.16	.15	Dly
"	HOU P	1.58	1.19	.15	Dly
"	BRO P	1.54	1.16	.15	Dly
"	CRP P	1.56	1.17	.15	Dly
"	NLD P	1.68	....	.15	.....
"	LAX P	1.79	1 34	.15	Dly
"	LGA SI	1.54	.93	.20	Frequently
"	MIA SI	1.45	.89	.20	Frequently
Bulacan, Bulacan, Phil	SFO PH	2.50	1.80	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Bulawayo, S. Rhodesia	IDL S	2.85	2.09	....	Su,T,Th
Bustos, Bulacan, Phil	SFO PH	2.50	1.80	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Cagayan, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Caibarien, Cuba	MIA P	.15	.11	.15	Dly
Cainta, Rizal, Phil	SFO PH	2.50	1.80	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Cairo, Egypt	LGA AO*	1.83	1 34	.15	T,F,Sa
"	LGA SI	1.38	.35	.25	Frequently
"	IDL S	1.62	1.12	....	Su,T,Th
"	LGA TR	1.42	1.30	.15	Frequently
"	HFD TR	1.42	1.30	.15	Frequently
"	IDL SW	1.46	1.16	.20	.....
"	LGA C*	1.60	1.10	.30	.....
"	DCA C*	1.60	1.10	.30	.....
"	LGA BO	1.62	1.12	.20	Dly except W
"	IDL AF	1.62	1.12	.20	Twice Weekly
"	BOS AF	1.59	1.10	.20	.....
"	IDL K	1.62	1.12	.15	Dly except M
"	LGA TW	1.62	1.12	.20	Dly
"	DCA TW	1.64	1.15	.20	M,Sa
"	BOS TW	1.59	1.10	.20	F
"	PHL TW	1.63	1.14	.20	M,Sa
"	CHI TW	1.68	1.19	.20	Sa
"	YIP TW	1.66	1.17	.30	Sa
"	IDL SA	1.62	1.12	....	Su
Calapan, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1 89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Cairo (cont'd)	SEC W*	2.60	1.90	.20	
"	LGA TC	1.37	1.15	.25	
Calcutta, India	LGA P	2.31	1.98	.15	T
"	BOS P	2.28	1.95	.15	T
"	SFO P	3.25	2.44	.15	T,F
"	LGA AO*	2.64	1.95	.15	T,F,Sa
"	LAX P	3.25	2.44	.15	T,F
"	IDL K	2.31	1.98	.15	Dly except M
"	LGA BO	2.31	1.98	.20	Dly except W
"	LGA C*	2.29	1.71	.30	
"	DCA C*	2.29	1.71	.30	
"	IDL AF	2.31	1.98	.20	Twice Wkly
"	BOS AF	2.28	1.95	.15	Twice Wkly
"	LGA SI	2.45	1.95	.25	Frequently
"	LGA TR	2.20	1.78	.25	Frequently
"	HJR PH	2.56	1.81	.20	
"	SFO PH	3.27	2.35	.20	
"	LAX W*	3.27	2.35	.20	
"	PDX W*	3.27	2.35	.20	
"	SEC W*	3.27	2.35	.20	
"	LGA TC	2.10	1.75	.25	
Calgary, Alb., Canada	LGA T ▲	8.50	.31	....	Dly
Cali, Colombia	MIA P	.61	.46	.15	Dly
"	MSY P	.69	.54	.15	Dly
"	HOU P	.72	.56	.15	Dly
"	BRO P	.72	.56	.15	Dly
"	CRP P	.72	.56	.15	Dly
"	NLD P	.99	....	.15	
"	LAX P	1.05	.80	.15	Dly
"	LGA SI	.69	.55	.10	Frequently
"	MIA SI	.61	.46	.10	Frequently
Camaguey, Cuba	MIA P	.12	.09	.15	Dly
Campeche, Mexico	MIA P	.39	....	.15	Dly
"	MSY P	.35	....	.15	Dly
"	HOU P	.57	....	.15	Dly
"	BRO P	.49	....	.15	Dly
"	CRP P	.52	....	.15	Dly
"	NLD P	1.63	....	.15	
"	LAX P	.89	....	.15	Dly
Campo Grande, Brazil	LGA P	1.75	....	.15	T,F,Sa
"	MIA P	1.48	....	.15	Su,W,Sa
"	MSY P	1.61	....	.15	M,Th,F
"	HOU P	1.68	....	.15	M,Th,F
"	BRO P	1.60	....	.15	M,Th,F
"	CRP P	1.63	....	.15	M,Th,F
"	NLD P	1.63	....	.15	
"	LAX P	2.15	....	.15	Su,W,Th
Canavieras, Brazil	LGA P	1.62	....	.15	Th,Sa
"	MIA P	1.33	....	.15	Sa
"	MSY P	1.56	....	.15	Th
"	HOU P	1.77	....	.15	Th
"	BRO P	1.69	....	.15	Th
"	CRP P	1.72	....	.15	Th
"	NLD P	1.72	....	.15	
"	LAX P	1.99	....	.15	Sa
Cannes, France	LGA AO*	1.27	.99	.15	Dly
"	IDL AF	1.23	.89	.20	Dly
"	BOS AF	1.20	.87	.20	Dly
Canton Island	LAX P	1.36	.99	.15	Su,W,F
"	SFO P	1.36	.99	.15	Su,W,F
Capetown, U. of S. Af.	LGA AO*	2.26	2.42	.15	T,F,Sa
Capiz, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Caracas, Venezuela (*See La Guaria*)					
Caravellas, Brazil	LGA P	1.64	....	.15	Su,T,W,F,Sa
"	MIA P	1.36	....	.15	Su,T,W,F,Sa
"	MSY P	1.59	....	.15	Su,M,W,Th,F
"	HOU P	1.81	....	.15	Su,T,Th
"	BRO P	1.73	....	.15	Su,M,W,Th,F
"	CRP P	1.76	....	.15	Su,T,Th
"	NLD P	1.76	....	.15	
"	LAX P	2.03	....	.15	Su,T,W,Th,Sa
Cartagena, Colombia	MIA P	.47	.32	.15	Dly
"	MSY P	.95	....	.15	Dly
"	HOU P	1.13	....	.15	Dly
"	BRO P	1.05	....	.15	Dly
"	CRP P	1.08	....	.15	Dly
"	NLD P	1.07	....	.15	
"	LAX P	1.32	....	.15	Dly
"	LGA C*	.55	.40	.30	
"	DCA C*	.55	.40	.30	
Cartago, Colombia	MIA P	.64	.43	.15	Dly
"	MSY P	1.03	....	.15	Dly
"	HOU P	1.14	....	.15	Dly
"	BRO P	1.06	....	.15	Dly
"	CRP P	1.09	....	.15	Dly
"	NLD P	1.07	....	.15	
"	LAX P	1.33	....	.15	Dly
"	BOS AF	1.52	1.14	.20	
Casablanca, Fr. Morocco	LGA AO*	1.70	1.33	.15	T,F,Sa
"	IDL AF	1.55	1.16	.20	Dly
Castel Benito, Libya	LGA AO*	1.52	1.14	.15	T,F,Sa
Catacamas, Honduras					
Catania, Italy	LGA AO*	1.67	1.21	.15	T,F,Sa
Cayenne, Fr. Guiana	LGA P	.83	.62	.15	Dly
"	MIA P	.78	.55	.15	Dly
"	MSY P	1.18	.76	.15	Dly
"	HOU P	1.28	.81	.15	Dly
"	BRO P	1.20	.77	.15	Dly
"	CRP P	1.23	.79	.15	Dly
"	NLD P	1.26	....	.15	
"	LAX P	1.51	....	.15	Dly
Cayo Mambi, Cuba	MIA P	.22	.16	.15	Dly
Cebu, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Cebu (cont'd)	SEC W*	2.60	1.90	.20	
Chetumal, Mexico	MIA P	.45	....	.15	M,W,F
"	MSY P	.43	....	.15	M,W,F
"	HOU P	.63	....	.15	Su,T,Th
"	BRO P	.55	....	.15	Su,T,Th
"	CRP P	.58	....	.15	Su,T,Th
"	LAX P	.93	....	.15	M,W,Sa
Chiclayo, Peru	MIA P	.90	.67	.15	Dly
"	MSY P	.98	.75	.15	Dly
"	HOU P	1.01	.77	.15	Dly
"	BRO P	1.01	.77	.15	Dly
"	CRP P	1.01	.77	.15	Dly
"	NLD P	611.	....	.15	
"	LAX P	1.34	1.01	.15	Dly
Christiansands, Norway	LGA AO*	1.34	1.00	.15	T,F,Sa
"	IDL K	1.19	.83	.15	Dly except
Chungking, China	CHI NW*	2.91	2.17	.20	Four Wkly
"	CLE NW*	2.94	2.21	.20	Four Wkly
"	YIP NW*	2.93	2.21	.20	Four Wkly
"	LAX NW*	2.75	2.05	.20	Four Wkly
"	MKE NW*	2.91	2.17	.20	Four Wkly
"	MPS NW*	2.89	2.16	.20	Four Wkly
"	LGA NW*	2.98	2.22	.20	Four Wkly
"	SFO NW*	2.75	2.05	.20	Four Wkly
"	PIT NW*	2.95	2.22	.20	Four Wkly
Cienaga, Colombia	MIA P	.47	.32	.15	Dly
"	MSY P	.95	....	.15	Dly
"	HOU P	1.13	....	.15	Dly
"	BRO P	1.05	....	.15	Dly
"	CRP P	1.08	....	.15	Dly
"	NLD P	1.07	....	.15	
"	LAX P	1.32	....	.15	Dly
Cienfuegos, Cuba	MIA P	.13	.10	.15	Dly
C. del Carmen, Mexico	MIA P	.43	....	.15	Dly
"	MSY P	.41	....	.15	Dly
"	HOU P	.52	....	.15	Dly
"	BRO P	.44	....	.15	Dly
"	CRP P	.47	....	.15	Dly
"	LAX P	.85	....	.15	Dly
Ciudad Trujillo, D. R.	LGA P	.44	.39	.15	Dly
"	MIA P	.31	.23	.15	Dly
"	MIA K	.31	.23	.15	T,F
Ciudad Victoria, Mexico	HOU P	.28	....	.10	Dly
"	BRO P	.20	....	.10	Dly
"	CRP P	.23	....	.10	Dly
"	DAL B	.30	....	.10	Dly
"	FTW B	.30	....	.10	Dly
"	SAT B	.23	....	.10	Dly
"	LRD B	.16	....	.10	Dly
Cochabamba, Bolivia	MIA P	1.19	.89	.15	M,W,Sa
"	MSY P	1.35	1.01	.15	Su,T,F
"	HOU P	1.41	1.05	.15	Su,T,F
"	BRO P	1.36	1.02	.15	Su,T,F
"	CRP P	1.38	1.04	.15	Su,T,F
"	NLD P	1.36	....	.15	
"	LAX P	1.51	1.13	.15	M,Th,Sa
Colombia. Any Destination other than those named herein	MIA P	.72	.49	.15	Dly
"	MSY P	1.18	....	.15	Dly
"	HOU P	1.28	....	.15	Dly
"	BRO P	1.20	....	.15	Dly
"	CRP P	1.23	....	.15	Dly
"	NLD P	1.22	....	.15	
"	LAX P	1.49	....	.15	Dly
Colombo, Ceylon	LGA AO*	2.39	1.79	15	Dly
"	LGA BO	2.39	1.79	.20	Th
Concepcion, Bolivia	MIA P	1.27	.95	.15	Sa
"	MSY P	1.41	1.06	.15	F
"	HOU P	1.45	1.09	.15	F
"	BRO P	1.41	1.06	.15	F
"	CRP P	1.43	1.07	.15	F
"	NLD P	1.48	....	.15	
"	LAX P	1.55	1.16	.15	F
Copenhagen, Denmark	LGA AO	1.23	.86	.15	Su,Th
"	LGA SI	1.40	.90	.25	Frequently
"	IDL S	1.23	.86	....	Su,T,Th
"	LGA TR	1.00	.75	.12½	Frequently
"	HFD TR	1.00	.75	.12½	Frequently
"	LGA C*	1.20	.86	.30	
"	DCA C*	1.20	.86	.30	
"	LGA BO	1.23	.86	.20	Dly except W
"	IDL SS	1.23	.86	.20	Su,M,W,Sa
"	IDL AF	1.23	.86	.20	Dly
"	BOS AF	1.20	.83	.20	Dly
"	IDL K	1.23	.86	.15	Dly except M
"	LGA TC	90	.75	25	
Cordoba, Argentina	MIA P	1.37	.89	15	Dly
"	MSY P	1.48	1.11	.15	Dly
"	HOU P	1.52	1.14	.15	Dly
"	BRO P	1.49	1.12	.15	Dly
"	CRP P	1.50	1.13	.15	Dly
"	NLD P	1.58	....	.15	
"	LAX P	1.65	1.24	.15	Dly
Cordova, Alaska	SEC P	.00	.22	.15	Dly
Coro, Venezuela	LGA C*	.68	.50	.30	
"	DCA C*	.68	.50	.30	
"	LGA P	.70	.57	.15	Dly
"	MIA P	.48	.35	.15	Dly
"	MSY P	.84	.58	.15	Dly
"	HOU P	.93	.63	.15	Dly
"	BRO P	.85	.59	.15	Dly
"	CRP P	.88	.60	.15	Dly
"	NLD P	1.06	....	.15	
"	LAX P	1.30	....	.15	Dly
Corumba, Brazil	MIA P	1.36	....	.15	Su,W
"	MSY P	1.48	....	.15	M,F
"	HOU P	1.58	....	.15	M,F
"	BRO P	1.50	....	.15	M,F
"	CRP P	1.53	....	.15	M,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Corumba (cont'd)	NLD P	1.51	....	.15	
"	LAX P	1.69	....	15	Su,Th
Costermansville, Belgian Congo	IDL S	2.50	1.65	....	Su,T,Th
Cotabato, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Cristobal, Canal Zone	MIA P	.41	.31	.15	Dly
"	MSY P	.49	.39	.15	Dly
"	HOU P	.52	.41	.15	Dly
"	BRO P	.52	.41	.15	Dly
"	CRP P	.52	.41	.15	Dly
"	NLD P	.68	.49	.15	
"	LAX P	.85	.65	.15	Dly
Cucuta, Colombia	MIA P	.60	.41	.15	Dly
"	MSY P	1.12	....	.15	Dly
"	HOU P	1.28	....	.15	Dly
"	BRO P	1.20	....	.15	Dly
"	CRP P	1.23	....	.15	Dly
"	NLD P	1.24	....	.15	
"	LAX P	1.49	....	.15	Dly
Cuenca, Ecuador	MIA P	.78	.58	.15	Su,M,W,F
"	MSY P	.86	.66	.15	Su,T,Th,Sa
"	HOU P	.89	.68	.15	Su,T,Th,Sa
"	BRO P	.89	.68	.15	Su,T,Th,Sa
"	CRP P	.89	.68	.15	Su,T,Th,Sa
"	NLD P	1.12	....	.15	
"	LAX P	1.22	.92	.15	M,W,F,Sa
Curacao, N.W.I.	LGA P	.59	.50	.15	Dly
"	MIA P	.42	.31	.15	Dly
"	MSY P	.93	....	.15	Dly
"	HOU P	1.02	.68	.15	Dly
"	BRO P	.94	.64	.15	Dly
"	CRP P	.97	.65	.15	Dly
"	NLD P	1.10	....	.79	
"	LAX P	1.33	....	.15	Dly
"	MIA K	.42	.31	.15	Dly
Curityba, Brazil	LGA P	1.68	....	.15	Su,T,W
"	MIA P	1.46	....	.15	Su,T,W
"	MSY P	1.60	....	.15	Dly except T
"	HOU P	1.83	....	.15	Dly except T
"	BRO P	1.75	....	.15	Dly
"	CRP P	1.78	....	.15	Dly
"	NLD P	1.79	....	.15	
"	LAX P	2.06	....	.15	Dly except T
Daet, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Dakar, Senegal, F.W.Afr	LGA P	1.68	1.21	.15	M,Th
"	BOS P	1.65	1.19	.15	M,Th
"	LGA AO*	2.18	1.63	.15	Dly
"	IDL AF	1.68	1.21	.20	Thrice Weekly
"	BOS AF	1.65	1.19	.20	
Damascus, Syria	LGA P	1.62	1.12	.15	T,Sa
"	BOS P	1.59	1.10	.15	T,Sa
"	LGA AO*	1.73	1.30	.30	Dly
"	IDL SW	1.43	1.10	.20	
"	IDL AF	1.62	1.12	.20	
"	BOS AF	1.59	1.10	.20	
Dansalan, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Dar-es-Salaam, Tanganyika	LGA AO*	2.39	1.79	.15	Dly
"	LGA BO	2.37	1.77	.20	Su,T
"	IDL AF	3.19	2.39	.20	Su,T,F
"	BOS AF	3.16	2.37	.20	
Darwin, Australia	LGA BO	3.03	2.38	.20	M,Th,F,Sa
Davao, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
David, Panama	MIA P	.45	.33	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Dly
"	CRP P	.50	.39	.15	Dly
"	NLD P	.61	.44	.15	
"	LAX P	.77	.59	.15	Dly
Deauville, France	IDL S	1.32	.88	....	Su,T,Th
Del Monte, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Delhi, India	LGA AO*	2.39	1.79	.15	Dly
"	LGA C*	2.18	1.81	.30	
"	DCA C*	2.18	1.81	.30	
"	LGA BO	2.20	1.83	.20	Su,M,T,F
"	LGA P	2.20	1.83	.15	
"	BOS P	2.17	1.80	.15	
"	LAX P	3.45	2.59	.15	
"	SFO P	3.45	2.59	.15	
Dharhan, Saudi Arabia	LGA SI	2.40	1.65	.25	Frequently
"	LGA TR	2.22	1.42	.15	Frequently
"	HFD TR	2.22	1.42	.15	Frequently
"	LGA C*	1.89	1.41	.30	
"	DCA C*	1.89	1.41	.30	
"	LGA TW	1.91	1.43	.20	Su,M,W,Th
"	HJR PH	3.09	2.24	....	
"	SFO PH	3.80	2.78	....	
"	LAX W*	3.80	2.78	....	
"	PDX W*	3.80	2.78	....	

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Dharban (cont'd)	SEC W*	3.80	2.78	....	
Dipolog, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Douala, Fr. W. Africa	IDL AF	2.52	1.89	.20	Weekly
"	BOS AF	2.49	1.87	.20	
Dublin, Eire	LGA AO*	.96	.72	.15	M,T,W,Th,Sa
"	LGA TR	.73	.63	.10	Frequently
"	HFD TR	.73	.63	.10	Frequently
"	IDL AF	1.28	.96	.20	
"	BOS AF	1.25	.93	.20	
"	IDL K	1.34	1.00	.15	
Dumaguete, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
East London U. of So. Africa					
Edmonton, Alberta, Can.	LGA T ▲	8.50	.31	....	Dly
Eindhoven, Netherlands	LGA AO*	1.19	.86	.15	T,F,Sa
"	IDL K	1.19	.87	.20	Dly except M
El Adem, Libya	LGA AO*	1.72	1.28	.15	Dly
"	LGA BO	1.52	1.14	.20	Dly except W
Elizabethville, Belgian Congo	LGA AO*	2.48	1.86	.15	Dly
"	IDL S	2.44	1.65	....	Su,T,Th
Enschede, Netherlands	LGA AO*	1.19	.86	.15	Su,T,Th
Esmeraldas, Ecuador	MIA P	.78	.58	.10	Su,Th
"	MSY P	.86	.66	.15	W,Sa
"	HOU P	.89	.68	.15	W,Sa
"	BRO P	.89	.68	.15	W,Sa
"	CRP P	.89	.68	.15	W,Sa
"	NLD P	1.12	....	.15	
"	LAX P	1.22	.92	.15	T,F
Fairbanks, Alaska	SEC P	.40	.15	.15	Dly
Florianopolis, Brasil	LGA P	1.70	....	.15	Su,W
"	MIA P	1.48	....	.15	W,F
"	MSY P	1.64	....	.15	M,W
"	HOU P	1.87	....	.15	M,W
"	BRO P	1.79	....	.15	M,W
"	CRP P	1.82	....	.15	M,W
"	NLD P	1.81	....	.15	
"	LAX P	2.08	....	.15	Su,Th
Fort de France, Mart'que	IDL AF	3.05	2.29	.20	
Ft. Trinquiet, Fr. W. Af.	BOS AF	3.02	2.27	.20	
Fort William, Ont., Can.	LGA T	.40	....	....	Dly
Fortaleza (Ceara) Brasil	LGA P	1.39	....	.15	Dly
"	MIA P	1.23	....	.15	Dly
"	MSY P	1.44	....	.15	Dly
"	HOU P	1.59	....	.15	Dly
"	BRO P	1.51	....	.15	Dly
"	CRP P	1.54	....	.15	Dly
"	NLD P	1.52	....	.15	
"	LAX P	1.72	....	.15	Dly
Frankfort-am-Main, Germany	LGA P	1.20	.87	.15	Dly
"	BOS P	1.17	.85	.15	Dly
"	LGA AO	1.20	.87	.15	Dly
"	LGA SI	1.35	.80	.25	Frequently
"	LGA TR	.92	.77	12½	Frequently
"	HFD TR	.92	.77	12½	Frequently
"	IDL SW	.97	.78	.20	
"	LGA C*	1.18	.87	.30	
"	DCA C*	1.18	.87	.30	
"	LGA BO	1.20	.87	.20	Dly except W
"	IDL SS	1.46	1.00	.20	Su,M,W,F
"	IDL K	1.20	.87	.15	Su,T,Th
"	LGA TC	.90	.70	.25	
Galena, Alaska	SEC P	.57	.32	.15	Dly
Gander, N. F.	LGA P	.38	.29	.15	Dly
"	BOS P	.35	.26	.15	Dly
"	IGA AO	.38	.28	.15	Dly
"	IDL SA	.38	.29	....	Su
"	LGA SI	.35	.25	.25	Frequently
"	IDL SS	.38	.29	.15	Dly
"	IDL AF	.38	.28	.20	Six Weekly
"	BOS AF	.35	.26	.20	
"	IDL K	.38	.29	.15	Dly except M
"	LGA TW	.38	.29	.10	Dly
"	DCA TW	.40	.31	.10	M,Sa
"	PHL TW	.39	.30	.10	M,Sa
"	BOS TW	.35	.26	.10	M,F
"	YIP TW	.42	.33	.10	Th,Sa
"	CHI TW	.44	.35	.10	Th,Sa
"	BOS T ▲	4.41	.1465	....	Dly
"	LGA BO	.38	.29	.20	Dly except W
Gao, Fr. W. Africa	IDL AF	2.18	1.64	.20	Th
"	BOS AF	2.15	1.62	.20	
Geneva, Switzerland	LGA AO*	1.35	1.01	.15	T,F,Sa
"	LGA SI	1.35	.80	.25	Frequently
"	IDL S	1.19	.88	....	Su,T,Th
"	IDL SA	1.19	.88	....	Su
"	LGA TR	.92	.77	12½	Frequently
"	HFD TR	.92	.77	12½	Frequently
"	IDL SW	.99	.79	.20	
"	LGA BO	1.19	.88	.20	Dly except W
"	LGA C*	1.17	.88	.30	
"	DCA C*	1.17	.88	.30	
"	IDL SS	1.54	1.05	.20	Su,M,W,F
"	IDL AF	1.19	.88	.20	Dly
"	BOS AF	1.16	.86	.20	Dly
"	IDL K	1.19	.88	.15	Su,M,W,Th
"	LGA TW	1.19	.88	.20	Dly
"	DCA TW	1.21	.91	.20	M,Sa
"	BOS TW	1.16	.86	.20	F
"	PHL TW	1.20	.90	.20	M,Sa
"	YIP TW	1.23	.93	.20	Sa
Geneva (cont'd)	CHI TW	1.28	.95	.20	Sa
"	LGA TC	.90	.75	.25	
Georgetown, Br. Guiana	LGA P	.69	.55	.15	Dly
"	MIA P	.66	.47	.15	Dly
"	MSY P	1.08	.71	.15	Dly
"	HOU P	1.17	.76	.15	Dly
"	BRO P	1.09	.72	.15	Dly
"	NLD P	1.24	....	.15	
"	CRP P	1.13	.74	.15	Dly
"	LAX P	1.46	....	.15	Dly
"	MIA SI	.65	.46	.10	Frequently
"	LGA SI	.74	.55	.10	Frequently
Gibraltar, Gibraltar	LGA AO*	1.46	1.15	.15	Dly
Glasgow, Scotland	LGA AO	.96	.72	.15	T,F,Sa
"	LGA SI	1.10	.70	.25	Frequently
"	LGA TR	.78	.68	....	Frequently
"	HFD TR	.78	.68	.10	Frequently
"	LGA C*	.96	.96	.30	
"	DCA C*	.96	.72	.30	
"	LGA BO	.96	.72	.20	M,Th,Sa
"	IDL SS	.96	.72	.20	Dly
"	IDL AF	1.31	.98	.20	
"	BOS AF	1.28	.96	.20	
"	IDL K	.96	.72	.15	Dly except M
Gothenburg, Sweden	LGA AO*	1.28	.91	.15	Su,Th
"	LGA BO	1.22	.88	.20	M,Th,Sa
"	IDL SS	1.28	.89	.20	Su,M,W,F
"	IDL K	1.23	.88	.20	M,W,F
Groningen, Netherlands	LGA AO*	1.19	.86	.15	T,F,Sa
"	IDL K	1.19	.87	.20	Dly except M
Guadalajara, Mexico	HOU P	.45	....	.15	Dly
"	BRO P	.37	....	.15	Dly
"	CRP P	.40	....	.15	Dly
"	LAX P	....	.30	.15	Dly
Guam	LAX P	2.00	1.50	.15	Dly
"	SFO P	2.00	1.50	.15	Dly
Guantanamo, Cuba	MIA P	.20	.15	.15	Twice Dly
Guatemala City, Gua.	MIA P	.39	.29	.15	Dly
"	MSY P	.38	.26	.15	Twice Dly
"	HOU P	.45	.33	.15	Dly
"	BRO P	.37	.28	.15	Twice Dly
"	CRP P	.41	.30	.15	Twice Dly
"	NLD P	.41	.30	.15	
"	LAX P	.53	.42	.15	Dly
"	MSY TA	.39	.29	....	M,W,F
"	MEX TA	.23	.17	....	T,Th,Sa
Guayaquil, Ecuador	MIA P	.76	.57	.15	Dly
"	MSY P	.84	.65	.15	Dly
"	HOU P	.87	.67	.15	Dly
"	BRO P	.87	.67	.15	Dly
"	CRP P	.87	.67	.15	Dly
"	NLD P	1.10	....	.15	
"	LAX P	1.20	.91	.15	Dly
"	BRO B	.88	.68	.20	M,W,F
"	CHI B	.90	.70	.20	
"	CRP B	.87	.67	.20	
"	DAL B	.88	.68	.20	
"	YIP B	.88	.69	.20	
"	FTW B	.88	.68	.20	
"	HOU B	.87	.67	.20	
"	IND B	.87	.68	.20	
"	LRD B	.88	.68	.20	
"	MSY B	.84	.65	.15	
"	SAT B	.87	.67	.20	
"	HAV B	.71	.53	.10	
"	MIA SI	.75	.55	.10	Frequently
"	LGA SI	.84	.64	.10	Frequently
Guernsey, Channel Is., U.K.	LGA AO*	1.12	.85	.15	Dly
Guiuan, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Hagonoy, Philippines	SFO PH	2.50	1.80	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	
"	PDX W*	2.50	1.80	.20	
"	SEC W*	2.50	1.80	.20	
Haifa, Israel	IDL AF	1.59	1.10	.20	Twice Wkly
Halifax, N. S.	BOS T	.20	....	....	Dly
Hamburg, Germany	LGA AO*	1.34	.98	.15	Dly
"	LGA SI	1.35	.95	.25	Frequently
"	IDL S	1.23	.89	....	Su,T,Th
"	LGA TR	.94	.84	12½	Frequently
"	HFD TR	.94	.84	12½	Frequently
"	LGA C*	1.21	.89	.30	
"	DCA C*	1.21	.89	.30	
"	LGA BO	1.23	.89	.20	Su,T,Th, F,Sa
"	IDL SS	1.32	.92	.20	Su,M,W,F
"	IDL K	1.23	.89	.15	Su,T,Th
Hamilton, Bermuda	LGA P	.25	.19	.15	Dly
Hankow, China	CHI NW*	2.80	2.06	.20	Four Wkly
"	CLE NW*	2.83	2.10	.20	Four Wkly
Hargeisa, Br. Somaliland	LGA AO*	2.23	1.63	.15	Dly
"	LGA BO	2.17	1.63	.20	
Haugesund, Norway	LGA AO*	1.18	.92	.15	T,F
"	IDL SS	1.30	.89	.20	T,Th,Sa
Havana, Cuba	MIA P	.08	.06	.15	Several Dly
"	IDL PI	.19	.17	.10	T,W,F,Sa
"	DCA PI	.18	.15	.10	T,W,F,Sa
"	MIA SI —	Min	6000	lb	@ .05 per lb.
"	CHI CS	.20	.18	.15	Dly
"	YIP CS	.20	.18	.15	Dly
"	HOU CS	.18	.16	.15	Dly
"	MSY CS	.15	.13	.15	Dly
"	STL CS	.19	.17	.15	Dly
"	IND CS	.19	.17	.15	Dly
"	BUJ CS	.18	.16	.15	Dly
"	ELD CS	.19	.17	.15	Dly
Havana (cont'd)	EVV CS	.18	.16	.15	Dly
"	FWA CS	.20	.18	.15	Dly
"	GRW CS	.17	.15	.15	Dly
"	HOT CS	.22	.20	.15	Dly
"	JAN CS	.17	.15	.15	Dly
"	LIT CS	.20	.18	.15	Dly
"	MEM CS	.17	.15	.15	Dly
"	PUK CS	.18	.16	.15	Dly
"	PIA CS	.20	.18	.15	Dly
"	SHV CS	.19	.17	.15	Dly
"	HUF CS	.20	.18	.15	Dly
"	TOL CS	.20	.18	.15	Dly
"	MKC CS	.21	.19	.15	Dly
"	SGF CS	.20	.18	.15	Dly
"	MIA K	.08	.06	.15	T,F
"	MIA EA	.08	.06	.15	Dly
"	LGA EA	14½	14½	.15	Dly
"	MIA N	.08	.06	.10	Dly
"	TPA N	.09	.07½	.10	Dly
"	DCA N	.18	.16	.10	Dly
"	EWR N	.19	.17½	.10	Dly
"	BRO B	.21	.19	.10	M,W,F
"	CHI B	.26	.24	.10	M,W,F
"	CRP B	.20	.18	.10	M,W,F
"	DAL B	.20	.18	.10	M,W,F
"	FTW B	.21	.19	.10	M,W,F
"	HOU B	.18	.16	.10	M,W,F
"	LRD B	.22	.20	.10	M,W,F
"	SAT B	.20	.18	.10	M,W,F
"	LGA TC	.18	.15	....	
Helsinki, Finland	LGA AO	1.42	.97	.15	Su,T,Th
"	IDL SS	1.41	.97	.20	Dly
Hermosillo, Mexico	LAX P	.24	....	.15	Dly
Holguin, Cuba	MIA P	.15	.11	.15	Dly
Homer, Alaska	SEC P	.60	.23	.15	
Honda, Colombia	MIA P	.64	.43	.15	Dly
"	MSY P	1.13	....	.15	Dly
"	HOU P	1.25	....	.15	Dly
"	BRO P	1.17	....	.15	Dly
"	CRP P	1.20	....	.15	Dly
"	NLD P	1.20	....	.15	
"	LAX P	1.46	....	.15	Dly
Hong Kong, Br. Crn. Col.	LGA P	2.59	2.32	.15	
"	BOS P	2.56	2.29	.15	
"	LAX P	2.50	1.88	.15	Su,M,W,Sa
"	SFO P	2.50	1.88	.15	Su,M,W,Sa
"	LGA SI	2.72	2.32	.25	Frequently
"	SFO PH	2.50	1.80	.20	W,Sa
"	HJR PH	2.00	1.33	.20	W,Sa
"	LGA BO	2.59	2.32	.20	
"	IDL AF	2.59	2.32	.20	
"	BOS AF	2.56	2.29	.20	
"	CHI NW*	2.66	1.92	.20	Four Wkly
"	CLE NW*	2.69	1.96	.20	Four Wkly
"	YIP NW*	2.68	1.96	.20	Four Wkly
"	LAX NW*	2.50	1.80	.20	Four Wkly
"	MKE NW*	2.66	1.92	.20	Four Wkly
"	MPS NW*	2.64	1.91	.20	Four Wkly
"	LGA NW*	2.73	1.97	.20	Four Wkly
"	PIT NW*	2.70	1.97	.20	Four Wkly
"	PDX NW*	2.50	1.80	.20	Four Wkly
"	SFO NW*	2.50	1.80	.20	Four Wkly
"	SEC NW*	2.50	1.80	.20	Four Wkly
"	DCA NW*	2.71	1.97	.20	Four Wkly
"	LAX W*	2.50	1.80	.20	
"	PDX W*	2.50	1.80	.20	
"	SEC W*	2.50	1.80	.20	
Honolulu, T. H.	LAX P	.71	.57	.15	Dly
"	SFO P	.71	.57	.15	Dly
"	LAX U	.71	.57	.10	Dly
"	SFO U	.71	.57	.10	Dly
Iguassu Falls, Brasil	LGA P	1.75	....	.15	Su,T
"	MIA P	1.51	....	.15	Su,T
"	MSY P	1.69	....	.15	Su,F
"	HOU P	1.92	....	.15	Su,F
"	BRO P	1.84	....	.15	Su,F
"	CRP P	1.87	....	.15	Su, F
"	NLD P	.86	....	.15	
"	LAX P	2.14	....	.15	Th,Sa
Iloilo, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	
"	PDX W*	2.60	1.90	.20	
"	SEC W*	2.60	1.90	.20	
Ipiales, Colombia	MIA P	.72	.49	.15	Dly
"	MSY P	1.12	....	.15	Dly
"	HOU P	1.23	....	.15	Dly
"	BRO P	1.15	....	.15	Dly
"	CRP P	1.18	....	.15	Dly
"	NLD P	1.17	....	.15	
"	LAX P	1.42	....	.15	Dly
Isle of Man, U. K.	LGA AO*	1.00	.77	.15	M,T,W,Th,Sa
Istanbul, Turkey	IDL K	1.62	1.12	.15	T
"	LGA P	1.62	1.12	.15	W,Sa
"	BOS P	1.59	1.10	.15	W,Sa
"	BOS AF	1.59	1.10	.20	
"	IDL AF	1.62	1.12	.20	
"	LGA AO*	1.87	1.47	.15	Dly
"	LGA SI	1.80	1.16	.25	Frequently
"	LGA C*	1.60	1.10	.30	
"	DCA C*	1.60	1.10	.30	
"	LGA BO	1.62	1.12	.20	
"	IDL SA	1.62	1.12	....	Su
"	IDL SS	1.62	1.12	.20	Su,Tu,W,F
Iwakuni, Japan	LGA BO	2.99	2.24	.20	Wkly
Ixtepec, Mexico	MIA P	.68	....	.15	Dly except
"	MSY P	.64	....	.15	Dly except
"	HOU P	.44	....	.10	Dly
"	BRO P	.36	....	.15	Dly except
"	CRP P	.39	....	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Iztepec (cont'd)	LAX P	.81	....	.15	Dly except F
Jersey, Channel Is., U.K.	LGA AO*	1.12	.85	.15	Dly
Jerusalem, Palestine	LGA TW	1.62	1.12	.20	.....
"	LGA TW	1.62	1.12	.20	.....
"	DCA TW	1.64	1.15	.20	.....
"	CHI TW	1.68	1.19	.20	.....
"	YIP TW	1.66	1.17	.20	.....
"	BOS TW	1.59	1.10	.20	.....
"	PHL TW	1.63	1.14	.20	.....
"	IDL SA	1.62	1.12	...	Sa
Jibuti, Fr. Somaliland	LGA BO	2.09	1.57	.20	.....
Jidda, Saudi Arabia	LGA BO	1.85	1.39	.20	.....
João Pessoa (Cabadello)	LGA P	1.47	....	.15	Th
"	MIA P	1.25	....	.15	Sa
"	MSY P	1.49	....	.15	Th
"	HOU P	1.63	....	.15	Th
"	BRO P	1.55	....	.15	Th
João Pessao (cont'd)	CRP P	1.58	....	.15	Th
"	NLD P	1.56	....	.15	.....
"	LAX P	1.82	....	.15	W
Johannesburg, U. of So. Africa	IDL K	2.50	1.88	.15	Su,T,F
"	LGA P	2.50	1.88	.20	M,Th
"	BOS P	2.47	1.86	.20	M,Th
"	LGA BO	2.50	1.88	.20	Su,T,F
"	LGA AO*	2.74	2.03	.15	T,F,Sa
"	LGA SI	2.65	2.00	.25	Frequently
"	IDL SA	2.50	1.88	...	Su
"	IDL S	2.50	1.88	...	Su,T,Th
"	LGA C*	2.48	1.86	.30	.....
"	DCA C*	2.48	1.86	.30	.....
Iloilo, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Juneau, Alaska	SEC P	.30	.13	.15	Twice Daily
Kamaran Isl., Eritrea	LGA AO*	2.14	1.60	.15	Dly
"	LGA BO	2.10	1.58	.20	.....
Kano, Nigeria, B.W.A.	LGA AO*	1.99	1.49	.15	Dly
"	LGA BO	1.81	1.36	.20	Su,T,Th,Sa
"	IDL AF	1.81	1.36	.20	Thrice Wkly
"	BOS AF	1.78	1.34	.20	Thrice Wkly
"	IDL K	1.81	1.36	.20	M,F
"	IDL SA	1.81	1.36	...	Su
Karachi, Pakistan	LGA P	2.13	1.60	.15	T
"	BOS P	2.10	1.58	.15	T
"	LAX P	3.57	2.68	.15	.....
"	SFO P	3.57	2.68	.15	.....
"	LGA AO*	2.38	1.75	.15	T,F,Sa
"	LGA SI	2.25	1.65	.25	Frequently
"	LGA TR	2.04	1.50	.20	Frequently
"	HFD TR	2.04	1.50	.20	Frequently
"	IDL K	2.13	1.60	.15	Dly except M
"	LGA C*	2.11	1.58	.30	.....
"	DCA C*	2.11	1.58	.30	.....
"	LGA BO	2.13	1.60	.20	Dly except W
"	IDL AF	2.13	1.60	.20	.....
"	BOS AF	2.10	1.58	.20	.....
"	HJR PH	2.89	2.09	....	.....
"	SFO PH	3.60	2.63	....	.....
"	LAX W*	3.60	2.63	....	.....
"	PDX W*	3.60	2.63	....	.....
"	SEC W*	3.60	2.63	....	.....
"	LGA TC	2.00	1.50	.25	.....
Karlstad, Sweden	IDL SS	1.25	.86	....	T,Th,Sa
Ketchikan, Alaska	SEC P	.22	.09	.15	Twice Daily
Khartoum, Anglo-Egypt, Sudan	LGA AO*	2.04	1.53	.15	Dly
"	LGA BO	1.90	1.44	.20	Su,T,Th,F,Sa
"	IDL AF	2.44	1.83	....	Thrice Wkly
"	BOS AF	2.41	1.81	....	.....
Kindu, Belg. Congo	IDL S	2.37	1.57	....	Su,T,Th
Kingston, Jamaica	MIA P	.20	.15	.15	Dly
"	MIA SI	.19	.14	.10	Frequently
"	LGA SI	.28	.23	.10	Frequently
"	MIA K	.20	.15	.15	Dly
"	BUJ CS	.30	.25	.15	T,Th,Sa
"	CHI CS	.32	.27	.15	T,Th,Sa
"	YIP CS	.32	.27	.15	T,Th,Sa
"	ELD CS	.31	.26	.15	T,Th,Sa
"	EVV CS	.30	.25	.15	T,Th,Sa
"	FWA CS	.32	.27	.15	T,Th,Sa
"	GRW CS	.29	.24	.15	T,Th,Sa
"	HOT CS	.33	.28	.15	T,Th,Sa
"	HOU CS	.30	.25	.15	T,Th,Sa
"	IND CS	.31	.26	.15	T,Th,Sa
"	JAN CS	.29	.24	.15	T,Th,Sa
"	LIT CS	.31	.26	.15	T,Th,Sa
"	MEM CS	.29	.24	.15	T,Th,Sa
"	MSY CS	.28	.23	.15	T,Th,Sa
"	PUK CS	.30	.25	.15	T,Th,Sa
"	PIA CS	.32	.27	.15	T,Th,Sa
"	STL CS	.31	.26	.15	T,Th,Sa
"	SHV CS	.31	.26	.15	T,Th,Sa
"	HUF CS	.32	.27	.15	T,Th,Sa
"	TOL CS	.32	.27	.15	T,Th,Sa
"	MKC CS	.33	.28	.15	T,Th,Sa
"	SGF CS	.32	.27	.15	T,Th,Sa
Kisumu, Kenya, B.E.A.	LGA AO*	2.28	1.71	.15	Dly
"	LGA BO	2.39	1.79	....	T
Kodiak, Alaska	SEC P	.65	.26	.15	.....
Koronadal, Buayan, Phil.	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Kosice, Czechoslovakia	LGA AO*	1.48	1.13	.15	T,F,Sa
Kristiansand, Norway	IDL SS	1.27	.87	....	T,Th,Sa
Kunming, China	CHI NW*	3.01	2.27	.20	Four Wkly
"	CLE NW*	3.04	2.31	.20	Four Wkly
"	YIP NW*	3.03	2.31	.20	Four Wkly
"	LAX NW*	2.85	2.15	.20	Four Wkly
"	MKE NW*	3.01	2.27	.20	Four Wkly
"	MPS NW*	2.99	2.26	.20	Four Wkly
"	LGA NW*	3.68	2.32	.20	Four Wkly
"	PIT NW*	3.05	2.32	.20	Four Wkly
"	PDX NW*	2.85	2.15	.20	Four Wkly
"	SFO NW*	2.85	2.15	.20	Four Wkly
"	SEC NW*	2.85	2.15	.20	Four Wkly
"	DCA NW*	3.06	2.32	.20	Four Wkly
La Ceiba, Honduras	MSY TA	.49	.37	....	M,W,F
"	MEX TA	.36	.28	....	T,Th,Sa
Lagos, Nigeria	LGA AO*	2.04	1.52	.15	Dly
"	LGA BO	1.84	1.38	.20	Dly except W
"	IDL AF	1.84	1.38	.20	Twice Wkly
"	BOS AF	1.81	1.36	.20	.....
La Guaira, Venezuela	LGA P	.66	.54	.15	Dly
"	MIA P	.47	.34	.15	Dly
"	MSY P	.89	.61	.15	Dly
"	HOU P	.98	.66	.15	Dly
"	BRO P	.90	.10	.15	Dly
"	NLD P	1.11	....	.15	.....
"	CRP P	.93	.63	.15	Dly
"	LAX P	1.20	....	.15	Dly
"	MIA K	.47	.34	.15	Dly
"	LGA SI	.56	.43	.10	Frequently
"	MIA SI	.47	.34	.10	Frequently
"	LGA C*	.64	.52	.30	.....
"	DCA C*	.64	.52	.30	.....
"	BUJ CS	.57	.44	.15	T,Th,Sa
"	CHI CS	.59	.46	.15	T,Th,Sa
"	YIP CS	.59	.46	.15	T,Th,Sa
"	ELD CS	.58	.45	.15	T,Th,Sa
"	EVV CS	.57	.44	.15	T,Th,Sa
"	FWA CS	.59	.46	.15	T,Th,Sa
"	GRW CS	.56	.43	.15	T,Th,Sa
"	HOT CS	.60	.47	.15	T,Th,Sa
"	HOU CS	.57	.44	.15	T,Th,Sa
"	IND CS	.58	.45	.15	T,Th,Sa
"	JAN CS	.56	.43	.15	T,Th,Sa
"	LIT CS	.58	.45	.15	T,Th,Sa
"	MEM CS	.56	.43	.15	T,Th,Sa
"	MSY CS	.55	.42	.15	T,Th,Sa
"	PUK CS	.57	.44	.15	T,Th,Sa
"	PIA CS	.59	.46	.15	T,Th,Sa
"	STL CS	.58	.45	.15	T,Th,Sa
"	SHV CS	.58	.45	.15	T,Th,Sa
"	HUF CS	.59	.46	.15	T,Th,Sa
"	TOL CS	.59	.46	.15	T,Th,Sa
"	MKC CS	.60	.47	.15	T,Th,Sa
"	SGF CS	.59	.46	.15	T,Th,Sa
"	LGA TC	.45	.35	.25	.....
Lanchow, China	CHI NW*	2.96	2.22	.20	Four Wkly
"	CLE NW*	2.99	2.26	.20	Four Wkly
"	YIP NW*	2.98	2.26	.20	Four Wkly
"	LAX NW*	2.80	2.10	.20	Four Wkly
"	MKE NW*	2.96	2.22	.20	Four Wkly
"	MPS NW*	2.94	2.21	.20	Four Wkly
"	LGA NW*	3.03	2.27	.20	Four Wkly
"	PIT NW*	3.00	2.27	.20	Four Wkly
"	PDX NW*	2.80	2.10	.20	Four Wkly
"	SFO NW*	2.80	2.10	.20	Four Wkly
"	SEC NW*	2.80	2.10	.20	Four Wkly
"	DCA NW*	3.01	2.27	.20	Four Wkly
La Paz, Bolivia	MIA P	1.15	.85	.15	M,T,W,F,Sa
"	MSY P	1.31	.98	.15	M,T,Th,F,Sa
"	HOU P	1.36	1.02	.15	Dly
"	BRO P	1.32	.99	.15	M,T,Th,F,Sa
"	CRP P	1.35	1.01	.15	Dly
"	NLD P	1.30	....	.15	.....
"	LAX P	1.49	1.12	.15	Su,M,W,Th,F
"	LGA SI	1.23	.93	.20	Frequently
"	MIA SI	1.14	.84	.20	Frequently
Laoag, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Leeuwarden, Nethlnds	LGA AO*	1.19	.86	.15	T,F,Sa
"	IDL K	1.19	.87	.20	Dly except M
Legaspi, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Leopoldville, Belgian Congo	LGA P	2.25	1.69	.15	M,Th
"	BOS P	2.22	1.67	.15	M,Th
"	LGA AO*	2.28	1.75	.15	T,F,Sa
"	IDL S	2.25	1.69	....	Su,T,Th
"	IDL AF	2.25	1.69	.20	Thrice Wkly
"	BOS AF	2.22	1.67	.20	Thrice Wkly
Lethbridge, Alb., Can.	LGA T ▲	8.50	.31	....	Dly
"	CTB W	.04	....	....	Dly
Libreville, Fr. Eq. Af.	IDL AF	2.15	1.61	.20	.....
"	BOS AF	2.12	1.59	.20	.....
Liege, Belgium	IDL S	1.14	.85	....	Su,T,Th
Lima, Peru	MIA P	.99	.74	.15	Dly
"	MSY P	1.07	.82	.15	Dly
"	HOU P	1.10	.84	.15	Dly
"	BRO P	1.10	.84	.15	Dly
"	CRP P	1.10	.84	.15	Dly
"	NLD P	1.24	....	.15	.....
"	LAX P	1.39	1.04	.15	Dly
"	IDL PI	1.13	.85	.20	T,W,F,Sa
"	DCA PI	1.09	.83	.10	T,W,F,Sa
"	MIA SI	.97	.73	.10	Frequently
"	LGA SI	1.06	.84	.10	Frequently
"	HOU B	1.10	.84	.20	.....
Lima (cont'd)	IND B	1.10	.85	.20	.....
"	LRD B	1.11	.85	.20	.....
"	MSY B	1.07	.82	.20	.....
"	SAT B	1.10	.84	.20	.....
"	BRO B	1.11	.85	.20	.....
"	CHI B	1.13	.87	.20	.....
"	CRP B	1.10	.84	.20	.....
"	DAL B	1.11	.85	.20	.....
"	FTW B	1.11	.85	.20	.....
"	HAV B	.98	.73	.10	.....
Lisbon, Portugal	LGA P	1.01	.76	.15	Dly except S
"	BOS P	.98	.74	.15	T
"	LGA AO*	1.41	1.11	.15	Dly
"	LGA SI	1.20	.78	.25	Frequently
"	IDL S	1.52	1.06	....	Su,T,Th
"	LGA TR	1.15	.70	.10	Frequently
"	HFD TR	1.15	.70	.10	Frequently
"	LGA C*	.99	.76	.30	.....
"	DCA C*	.99	.76	.30	.....
"	LGA BO	1.01	.76	.20	Dly except W
"	IDL AF	1.09	.82	.20	Twice Weekly
"	BOS AF	1.06	.80	.20	.....
"	LGA TW	1.01	.76	.20	Dly
"	BOS TW	.98	.74	.20	F
"	YIP TW	1.05	.81	.20	.....
"	CHI TW	1.07	.83	.20	.....
"	IDL K	1.41	1.06	....	.....
"	LGA TC	1.10	.70	.25	.....
Liverpool, England	LGA AO*	1.02	.78	.15	M,T,W,Th,Sa
Loja, Ecuador	MIA P	.82	.61	.15	T
"	MSY P	.90	.69	.15	M
"	HOU P	.93	.71	.15	M
"	BRO P	.93	.71	.15	M
"	CRP P	.93	.71	.15	M
"	NLD P	1.15	....	.15	.....
"	LAX P	1.26	.96	.15	Su
London, England	LGA P	1.03	.77	.15	Dly
"	BOS P	1.00	.75	.15	Dly
"	LGA AO	1.03	.77	.15	Dly
"	LGA SI	1.10	.78	.25	Frequently
"	IDL S	1.12	.82	....	Su,T,Th
"	LGA TR	.70	.60	.10	Frequently
"	HFD TR	.70	.60	.10	Frequently
"	IDL SW	.87	.70	.20	.....
"	LGA C*	1.03	.77	.30	.....
"	DCA C*	1.03	.77	.30	.....
"	LGA BO	1.03	.77	.20	Dly except W
"	IDL SS	1.03	.77	....	Dly
"	IDL AF	1.09	.82	.20	Dly
"	BOS AF	1.06	.80	.20	Dly
"	IDL K	1.15	.83	.15	Dly
"	UL T	.97	.73	....	.....
"	QY T	.82	.62	....	.....
"	LGA TC	.70	.60	.25	.....
London, Ont., Canada	LGA T ▲	2.14	0555	....	Dly
Luxembourg	IDL S	1.16	.86	....	Su,T,Th
"	LGA AO*	1.24	.91	.15	Dly
"	LGA C*	1.14	.84	.30	.....
"	DCA C*	1.14	.84	.30	.....
Luxor, Egypt	LGA AO*	1.91	1.43	.15	Dly
"	LGA BO	1.71	1.28	.20	.....
Lydda, Palestine	LGA TR	1.98	1.27	.15	Frequently
"	HFD TR	1.98	1.27	.15	Frequently
"	IDL K	1.62	1.12	.15	W,Sa
"	IDL SS	1.62	1.12	.20	Su,M,W,F
"	LGA TC	1.75	1.27	.25	.....
Lyon, France	IDL AF	1.16	.87	.20	Dly
"	BOS AF	1.13	.85	.20	.....
"	LGA C*	1.20	.93	.30	.....
"	DCA C*	1.20	.93	.30	.....
Maastricht, Netherlands	LGA AO*	1.19	.86	.15	T,F,Sa
"	IDL K	1.19	.87	.20	Dly except M
Maceio, Brazil	LGA P	1.52	....	.15	Dly
"	MIA P	1.26	....	.15	Dly
"	MSY P	1.51	....	.15	Dly
"	HOU P	1.64	....	.15	Dly
"	BRO P	1.56	....	.15	Dly
"	CRP P	1.59	....	.15	Dly
"	NLD P	1.59	....	.15	.....
"	LAX P	1.86	....	.15	Dly
Madrid, Spain	LGA AO*	1.34	1.05	.15	Dly
"	LGA SI	1.32	.99	.25	Frequently
"	LGA TR	1.20	.95	.10	Frequently
"	HFD TR	1.20	.95	.10	Frequently
"	LGA C*	1.11	.81	.30	.....
"	DCA C*	1.11	.81	.30	.....
"	LGA BO	1.13	.83	.20	Dly except W
"	IDL AF	1.13	.83	.20	.....
"	BOS AF	1.10	.81	.20	.....
"	LGA TW	1.13	.83	.20	Dly
"	BOS TW	1.10	.81	.20	F
"	CHI TW	1.19	.90	.20	.....
"	YIP TW	1.17	.83	.20	.....
"	IDL K	1.34	1.01	.15	W,Sa
"	LGA TC	1.15	.95	.25	.....
Maganque, Colombia	MIA P	.52	.35	.15	Su,T,F
"	MSY P	1.02	....	.15	Su,M,F
"	HOU P	1.20	....	.15	Su,M,F
"	BRO P	1.12	....	.15	Su,M,F
"	CRP P	1.15	....	.15	Su,M,F
"	NLD P	1.14	....	.15	.....
"	LAX P	1.39	....	.15	Su,Th,Sa
Malmo, Sweden	IDL AF	1.23	.86	.20	Dly
"	BOS AF	1.20	.83	.20	Dly
"	LGA AO*	1.25	.88	.15	Su,Th
"	LGA TR	1.05	.90	.12½	Frequently
"	HFD TR	1.05	.90	.12½	Frequently
"	IDL SS	1.26	.88	.20	Su,M,W,F
Malta, Malta	LGA AO*	1.45	1.15	.15	Dly
"	LGA BO	1.37	.97	.20	Su,T,Th,F,Sa

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Managua, Nicaragua	MIA P	.51	.37	.15	Dly
"	MSY P	.47	.35	.15	Twice Daily
"	HOU P	.47	.39	.15	Twice Daily
"	BRO P	.47	.39	.15	Twice Daily
"	CRP P	.47	.39	.15	Twice Daily
"	NLD P	.51	.37	.15	.....
"	LAX P	.66	.51	.15	Dly
"	LGA EA	.51	.44	.20	.....
"	MIA EA	.44½	.35½	.20	.....
"	HAV EA	.36½	.29½	.15	.....
"	MSY TA	.48	.35	....	M,W,F
"	MEX TA	.36	.26	....	T,Th,Sa
Manaos, Brasil	LGA P	1.44	....	.15	Su,W,T
"	MIA P	1.24	....	.15	Su,W,Th
"	MSY P	1.48	....	.15	M,T,F
"	HOU P	1.62	....	.15	W,F,Sa
"	BRO P	1.54	....	.15	M,T,F
"	CRP P	1.57	....	.15	W,F,Sa
"	NLD P	1.55	....	.15	.....
"	LAX P	1.79	....	.15	S,M,Th
Manchester, England	LGA AO*	1.03	.79	.15	M,T,W,Th,Sa
"	IDL K	1.29	.97	....	.....
Manila, Philippines	LAX P	2.50	1.88	.15	M,T,F,Sa
"	SFO P	2.50	1.88	.15	M,T,F,Sa
"	LGA P	2.89	2.52	.15	M,T,F,Sa
"	BOS P	2.86	2.50	.15	M,T,F,Sa
"	SFO PH	2.50	1.80	.20	W,Sa
"	HJR PH	1.79	1.26	.20	W,Sa
"	EDF NW	2.40	1.75	.20	Thrice Wkly
"	CHI NW*	2.66	1.92	.20	Thrice Wkly
"	CLE NW*	2.69	1.96	.20	Thrice Wkly
"	YIP NW	2.68	1.96	.20	Thrice Wkly
"	LAX NW*	2.50	1.80	.20	Thrice Wkly
"	MKE NW	2.66	1.92	.20	Thrice Wkly
"	MPS NW	2.64	1.91	.20	Thrice Wkly
"	LGA NW	2.73	1.97	.20	Thrice Wkly
"	PIT NW	2.70	1.97	.20	Thrice Wkly
"	PDX NW*	2.50	1.80	.20	Thrice Wkly
"	SFO NW*	2.50	1.80	.20	Thrice Wkly
"	SEC NW	2.50	1.80	.20	Thrice Wkly
"	DCA NW	2.71	1.97	.20	Thrice Wkly
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Manizales, Colombia	MIA P	.65	.44	.15	Dly
"	MSY P	1.04	....	.15	Dly
"	HOU P	1.15	....	.15	Dly
"	BRO P	1.07	....	.15	Dly
"	CRP P	1.10	....	.15	Dly
"	NLD P	1.09	....	.15	.....
"	LAX P	1.34	....	.15	Dly
Manta, Ecuador	MIA P	.80	.60	.15	M,Th,Sa
"	MSY P	.88	.68	.15	Su,W,F
"	HOU P	.91	.70	.15	M,F
"	BRO P	.91	.70	.15	Su,W,F
"	CRP P	.91	.70	.15	M,F
"	NLD P	1.12	....	.15	.....
"	LAX P	1.24	.94	.15	Tu,Th,Sa
Manzanillo, Cuba	MIA P	.15	.11	.15	Dly
Maracaibo, Venezuela	MIA P	.44	.32	.15	Dly
"	LGA P	.75	.62	.15	Dly
"	MSY P	.81	.56	.15	Dly
"	HOU P	.90	.62	.15	Dly
"	BRO P	.82	.57	.15	Dly
"	CRP P	.85	.59	.15	Dly
"	NLD P	1.03	....	.15	.....
"	LAX P	1.27	....	.15	Dly
"	MIA K	.44	....	.32	Dly
"	MIA SI	.47	.32	.10	Frequently
"	LGA SI	.56	.43	.10	Frequently
"	LGA C*	.73	.60	.30	.....
"	DCA C*	.73	.60	.30	.....
Mariehamn, Finland	LGA AO*	1.33	.94	.15	Su,T,Th
Marseilles, France	LGA AO*	1.45	1.10	.15	Dly
"	LGA C*	1.21	.87	.30	.....
"	DCA C*	1.21	.87	.30	.....
"	LGA BO	1.23	.89	.20	Su,T,Th,F
"	IDL SS	1.62	1.10	.20	Su,M,W,F
"	IDL AF	1.23	.89	.20	Dly
"	BOS AF	1.20	.87	.20	Dly
"	IDL K	1.23	.80	.20	Sa
Masbate, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Maturin, Venezuela	LGA P	.62	.52	.15	Dly
"	MIA P	.56	.40	.15	Dly
"	MSY P	.97	.65	.15	Dly
"	HOU P	1.07	.71	.15	Dly
"	BRO P	.98	.66	.15	Dly
"	CRP P	1.02	.68	.15	Dly
"	NLD P	1.17	....	.15	.....
"	LAX P	1.38	....	.20	Dly
Mauritius	IDL AF	3.78	2.84	.20	Weekly
"	BOS AF	3.75	2.81	.20	.....
Mayajigua, Cuba	MIA P	.17	.13	.15	.....
Mazatlan, Mexico	HOU P	.55	....	.15	Dly
"	BRO P	.47	....	.15	Dly
"	CRP P	.50	....	.15	Dly
"	LAX P	.45	.34	.15	Dly
Medellin, Colombia	MIA P	.59	.40	.15	Dly
"	MSY P	.67	.52	.15	Dly
"	HOU P	.70	.54	.15	Dly
"	BRO P	.70	.54	.15	Dly
"	CRP P	.70	.54	.15	Dly
"	NLD P	1.09	....	.15	.....
"	LAX P	1.03	.78	.15	Dly
"	LGA C*	.67	.48	.30	.....
"	DCA C*	.67	.48	.30	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Merida, Mexico	MIA P	.25	.19	.15	Twice Daily
"	MSY P	.22	.16	.15	Twice Daily
"	HOU P	.61	....	.15	Dly
"	BRO P	.53	....	.15	Dly
"	CRP P	.56	....	.15	Dly
"	LAX P	.92	....	.15	Dly
"	DAL B	.56	....	....	Dly
"	FTW B	.56	....	....	Dly
"	LRD B	.42	....	....	Dly
"	SAT B	.49	....	....	Dly
Mexicali, Mexico	LAX P	.12	....	.15	Dly
Mexico City, Mexico	MIA P	.44	.32	.15	Twice Daily
"	MSY P	.61	....	.15	Dly
"	HOU P	....	13	.15	Dly
"	BRO P	....	11	.15	Dly
"	CRP P	....	12	.15	Dly
"	LAX P	....	25	.15	Dly
"	MSY TA	.61	.46	....	M,W,F
"	DAL A	.20	....	....	Dly
"	DAL B	.36	....	....	Dly
"	LRD B	.24	....	....	Dly
"	FTW B	.36	....	....	Dly
"	SAT B	.30	....	....	Dly
"	LAX A	.38	....	....	Dly
"	ELP A	.25	....	....	Dly
"	SAT A	.30	....	....	Dly
Meycawayan, Bulacan, Philippines	SFO PH	2.50	1.80	.20	W,Sa
"	HJR PH	1 79	1.26	.20	W,Sa
"	LAX W*	2.50	1.80	.20	.....
"	PDX W*	2.50	1.80	.20	.....
"	SEC W*	2.50	1.80	.20	.....
Midway Island	LAX P	1.18	.89	.15	Four Wkly
"	SFO P	1.18	.89	.15	Four Wkly
Milan, Italy	IDL AF	1.30	.98	.20	.....
"	BOS AF	1.28	.96	.20	.....
"	LGA SW	1.06	.85	.20	.....
"	LGA AO*	1.41	1.06	.15	T,F,Sa
"	IDL S	1.35	.96	....	Su,T,Th
"	LGA TR	1.00	.85	.15	Frequently
"	HFD TR	1.00	.85	.15	Frequently
Minatitlan, Mexico	MIA P	.51	....	.15	Dly
"	MSY P	.47	....	.15	Dly
"	HOU P	.44	....	.15	Dly
"	BRO P	.38	....	.15	Dly
"	CRP P	.39	....	.15	Dly
"	LAX P	.79	....	.15	Dly
Misamis, Labo, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Montego Bay, Jamaica	MIA P	.20	.15	.15	Dly
Monteria, Colombia	MIA P	.53	.36	.15	Dly
"	MSY P	1.03	....	.15	Dly
"	HOU P	1.21	....	.15	Dly
"	BRO P	1.13	....	.15	Dly
"	CRP P	1.16	....	.15	Dly
"	NLD P	1.15	....	.15	.....
"	LAX P	1.40	....	.15	Dly
Monterrey, Mexico	DAL A	.15	....	.15	Dly
"	ELP A	.18	....	.15	Dly
"	LAX A	.31	....	.15	Dly
"	SAT A	.09	....	.15	Dly
"	FTW B	.27	....	.17	Dly
"	DAL B	.27	....	.17	Dly
"	LRD B	.13	....	.15	Dly
"	SAT B	.20	....	.15	Dly
Montevideo, Uruguay	LGA P	1.62	.93	.15	Dly
"	MIA P	1.51	.89	.15	Dly
"	MSY P	1.65	....	.15	Dly
"	HOU P	1.76	....	.15	Dly
"	BRO P	1.68	....	.15	Dly
"	CRP P	1.71	....	.15	Dly
"	NLD P	1.72	....	.15	.....
"	LAX P	1.98	....	.20	Dly
"	MIA SI	1.41	.88	.20	Frequently
"	LGA SI	1.51	.92	.20	Frequently
Montreal, Que., Canada	LGA C	.12	....	....	Dly
"	BTV NE	.04	....	....	Dly
Moscow, USSR	LGA AO*	1.72	1.27	.15	Su,T,Th
"	IDL SS	1.72	1.28	.20	Dly
Mossoro, Brasil	LGA P	1.41	....	.15	T
"	MIA P	1.24	....	.15	T
"	MSY P	1.46	....	.15	Su
"	HOU P	1.61	....	.15	Su
"	BRO P	1.53	....	.15	Su
"	CRP P	1.56	....	.15	Su
"	LAX P	1.76	....	.15	Sa
"	NLD P	1.54	....	.15	.....
Mulhouse, France	LGA AO*	1.32	.94	.15	T,F,Sa
"	IDL SS	1.51	1.03	.20	Su,M,W,F
"	IDL AF	1.17	.88	.20	.....
"	BOS AF	1.14	.86	.20	.....
"	IDL K	1.19	.88	.15	Dly except M
Munich, Germany	LGA P	1.28	.92	.15	Dly
"	BOS P	1.25	.90	.15	Dly
"	IDL K	1.28	.92	....	.....
Nagra, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Nairobi, Kenya	LGA AO*	2.31	1.73	.15	Dly
"	LGA BO	2.27	1.70	.20	Su,T,Th,F,Sa
"	IDL AF	3.05	2.29	.20	.....
"	BOS AF	3.02	2.27	.20	.....
Naknek, Alaska	SEC P	.65	.25	.15	.....
Nandi, Fiji	SFO BO*	1.75	1.31	.15	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Nanking, China	CHI NW*	2.71	1.97	.20	Four Wkly
"	CLE NW*	2.74	2.01	.20	Four Wkly
"	YIP NW*	2.73	2.01	.20	Four Wkly
"	MKE NW*	2.71	1.97	.20	Four Wkly
"	MPS NW*	2.69	1.96	.20	Four Wkly
"	LGA NW*	2.78	2.02	.20	Four Wkly
"	PIT NW*	2.75	2.02	.20	Four Wkly
"	PDX NW*	2.55	1.85	.20	Four Wkly
Naples, Italy	LGA AO*	1.52	1.17	.15	T,F,Sa
Nassau, Bahamas	MIA P	.07	.05	.15	Twice Dly
Natal, Brazil	LGA P	1.45	....	.15	Dly
"	MIA P	1.25	....	.15	Dly
"	MSY P	1.48	....	.15	Dly
"	HOU P	1.62	....	.15	Dly
"	BRO P	1.54	....	.15	Dly
"	CRP P	1.57	....	.15	Dly
"	NLD P	1.55	....	.15	.....
"	LAX P	1.80	....	.20	Dly
"	MIA SI	1.24	1.12	.20	Frequently
"	LGA SI	1.33	1.21	.20	Frequently
Niamey, Fr. W. Af.	IDL AF	2.06	1.55	.20	Weekly
"	BOS AF	2.02	1.53	.20	.....
Nice, France	LGA AO*	1.27	.98	.15	Dly
"	LGA S	1.19	.82	....	Su,T,Th
"	IDL SS	1.66	1 12	.20	Su,M,W,F
"	IDL AF	1.23	.89	.20	Dly
"	BOS AF	1.20	.87	.20	Dly
"	LGA BO	1.23	.89	.20	Su,T,Th
Nicosia, Cyprus	LGA AO*	1.73	1.29	.15	Dly
"	LGA BO	1.64	1.14	.20	F
Nome, Alaska	SEC P	.55	.23	.15	Su,T,W,F
North Bay, Ont., Canada	LGA T	.24	....	....	Dly
Noumea, New Caledonia	LAX P	2 01	1.46	.15	W,Sa
"	SFO P	2.01	1.46	.15	W,Su
Nueva Gerona (Isle of Pines), Cuba	MIA EA	.14	....	....	Dly
Nueva Ocotepeque, Hon.	MSY TA	.50	.38	....	M,W,F
"	MEX TA	.37	.29	....	T, Th, Sa
Nuevo Laredo, Mexico	DAL B	.07	.06	.10	Dly
"	FTW B	.07	.06	.10	Dly
"	SAT B	.04	.03	.10	Dly
"	LRD B	.04	.03	.10	Dly
"	HOU B	.07	.06	.10	Dly
"	CHI B	.13	.12	.10	Dly
Oaxaca, Mexico	MIA P	.71	....	.15	Dly
"	MSY P	.68	....	.15	Dly
"	HOU P	.38	....	.15	Dly
"	BRO P	.30	....	.15	Dly
"	CRP P	.33	....	.15	Dly
"	LAX P	.76	....	.15	Dly
Okinawa	EDF NW	2.35	1.70	.20	Thrice Wkly
"	CHI NW	2.66	1.92	.20	Thrice Wkly
"	CLE NW*	2.69	1.96	.20	Thrice Wkly
"	YIP NW*	2.68	1.96	.20	Thrice Wkly
"	LAX NW*	2.50	1.80	.20	Thrice Wkly
"	MKE NW	2.66	1.92	.20	Thrice Wkly
"	MPS NW	2.64	1.91	.20	Thrice Wkly
"	LGA NW	2.73	1.97	.20	Thrice Wkly
"	PIT NW	2.70	1.97	.20	Thrice Wkly
"	PDX NW*	2.50	1.80	.20	Thrice Wkly
"	SFO NW*	2.50	1.80	.20	Thrice Wkly
"	SEC NW	2.50	1.80	.20	Thrice Wkly
"	DCA NW	2.71	1.97	.20	Thrice Wkly
"	LAX P	2.40	1.80	.15	.....
"	SFO P	2.40	1.80	.15	.....
Oran, Algeria	LGA AO*	1.47	1.17	.15	Dly
"	IDL AF	1.38	1.04	.20	Six Weekly
"	BOS AF	1.35	1.01	.20	.....
Oruro, Bolivia	MIA P	1.18	.86	.15	Dly except
"	MSY P	1.34	1.01	.15	Dly except
"	HOU P	1.39	1.04	.15	Dly
"	BRO P	1.35	1.01	.15	Dly except
"	CRP P	1.36	1.02	.15	Dly
"	NLD P	1.35	1.13	.15	.....
"	LAX P	1.51	.83	.15	Dly except
Oslo, Norway	LGA AO	1.20	.83	.15	T
"	IDL S	1.19	.82	....	Su,T,Th
"	LGA TR	1.00	.82	.12½	Frequently
"	HFD TR	1.00	.82	.12½	Frequently
"	LGA C*	1.18	.81	.30	.....
"	DCA C*	1.18	.81	.30	.....
"	LGA BO	1.20	.83	.20	Su,T,Sa
"	IDL SS	1.20	.83	.20	Su,T,Th
"	IDL AF	1.20	.83	.20	Six Weekly
"	BOS AF	1.17	.81	.20	.....
"	IDL K	1.20	.83	.15	Dly except
"	LGA TC	.95	.82	.25	.....
Ostrava, Czechoslovakia	LGA AO*	1.41	1.06	.15	M,T,F,Sa
Ottawa, Ont., Canada	LGA C	.16	....	....	Dly
Palermo, Italy	LGA AO*	1.56	1.20	.15	T,F,Sa
Panama City, Panama	MIA P	.39	.29	.15	Twice Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Twice Dly
"	BRO P	.50	.39	.15	Twice Dly
"	CRP P	.50	.39	.15	Twice Dly
"	NLD P	.66	.47	.15	.....
"	LAX P	.83	.63	.15	Dly
"	MSY TA	.64	.46	....	M,W,F
"	MEX TA	.53	.38	....	T,Th,Sa
"	IDL PI	.51	.40	.10	T,W,F,Sa
"	DCA PI	.49	.38	.10	T,W,F,Sa
"	MIA SI	.38	.28	.10	Frequently
"	LGA SI	.47	.37	.10	Frequently
Paramaribo, Surinam	LGA P	.77	.59	.15	Dly
"	MIA P	.73	.51	.15	Dly
"	MSY P	1.14	.74	.15	Dly
"	HOU P	1.23	.79	.15	Dly
"	BRO P	1.15	.75	.15	Dly
"	CRP P	1.18	.76	.15	Dly
"	NLD P	1.25	....	.15	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Paramaribo (cont'd)	LAX P	1.48	.15	.15	Dly
"	MIA K	.73	.51	.15	T,F,Sa
Paris, France	LGA AO*	1.24	.91	.15	T,F,Sa
"	LGA SI	1.20	.79	25	Frequently
"	IDL S	1 12	.82	....	Su,T,Th
"	GA TR	.85	70	12½	Frequently
"	HFD TR	85	70	12½	Frequently
"	IDL SW	.91	.74	.20	.....
"	DCA C*	1.13	.81	.30	.....
"	LGA C*	1.13	.81	.30	.....
"	LGA BO	1.00	.82	.20	Su,T,Th,F,Sa
"	IDL SS	1.53	1.04	.20	Su,M,W,F
"	IDL AF	1.09	.82	.20	Dly
"	BOS AF	1.06	.80	.20	.....
"	IDL K	1.15	.83	.15	Dly
"	LGA TW	1.09	.82	.20	Dly
"	BOS TW	1.06	.80	.20	Su,F
"	PHL TW	1.10	.84	.20	M,Sa
"	DCA TW	1.11	.85	.20	M,Sa
"	YIP TW	1.13	.87	.20	Sa
"	CHI TW	1.15	.89	.20	Sa
"	LGA P	1.09	.82	.15	.....
"	BOS P	1.06	.80	.15	.....
"	LGA TC	.85	.70	.25	.....
Parnahyba, Brazil	LGA P	1.33	....	.15	Sa,T
"	MIA P	1.19	....	.15	Sa
"	MSY P	1.38	....	.15	Th,Su
"	HOU P	1.56	....	.15	Su,Th
"	BRO P	1.48	....	.15	Th,Su
"	CRP P	1.51	....	.15	Su,Th
"	NLD P	1.50	....	.15	.....
"	LAX P	1.67	....	.15	W,Sa
Pasto, Colombia	MIA P	.74	.50	.15	Dly
"	MSY P	1.15	....	.15	Dly
"	HOU P	1.26	....	.15	Dly
"	BRO P	1.18	....	.15	Dly
"	CRP P	1.21	....	.15	Dly
"	NLD P	1.20	....	.15	.....
"	LAX P	1.45	....	.15	Dly
Peiping, China	CHI NW*	2.85	2.11	.20	Four Wkly
"	CLE NW*	2.88	2.15	.20	Four Wkly
"	YIP NW*	2.87	2.15	.20	Four Wkly
"	LAX NW*	2.69	1.99	.20	Four Wk.y
"	MKE NW*	2.85	2.11	.20	Four Wkly
"	MPS NW*	2.83	2.10	.20	Four Wkly
"	SFO NW*	2.55	1.85	.20	Four Wkly
"	SEC NW*	2.55	1.85	.20	Four Wkly
"	DCA NW*	2.76	2.02	.20	Four Wkly
"	LGA NW*	2.92	2.16	.20	Four Wkly
"	PIT NW*	2.89	2.16	.20	Four Wkly
"	PDX NW*	2.69	1.99	.20	Four Wkly
Pereira, Colombia	MIA P	.64	.43	.15	Dly
"	MSY P	1.03	....	.15	Dly
"	HOU P	1.14	....	.15	Dly
"	BRO P	1.06	....	.15	Dly
"	CRP P	1.09	....	.15	Dly
"	NLD P	1.08	....	.15	.....
"	LAX P	1.33	....	.15	Dly
Pisa, Italy	IDL SW	1.08	.86	.20	.....
Pointe Noire, Fr. Eq. Af.	IDL AF	2.34	1.76	.20	Weekly
"	BOS AF	2.31	1.73	.20	.....
Popayan, Colombia	MIA P	.68	.46	.15	Dly
"	MSY P	1.03	....	.15	Dly
"	HOU P	1.14	....	.15	Dly
"	BRO P	1.06	....	.15	Dly
"	CRP P	1.09	....	.15	Dly
"	NLD P	1.08	....	.15	.....
"	LAX P	1.33	....	.15	Dly
Port au Prince, Haiti	MIA P	.25	.19	.15	Dly
"	LGA P	.51	.44	.15	Dly
"	MIA K	.25	.19	.15	T,F
Port Bell, Uganda	LGA BO	2.18	1.64	.20	Su, T, F
"	MIA K	.25	.19	.10	.....
Port of Spain, Trinidad	LGA P	.58	.49	.15	Dly
"	MIA P	.56	.40	.16	Dly exceptT
"	MSY P	.99	.67	.15	Dly
"	HOU P	1.08	.71	.15	Dly
"	BRO P	1.00	.67	.15	Dly
"	CRP P	1.03	.69	.15	Dly
"	NLD P	1.20	....	.15	.....
"	LAX P	1.41	....	.15	Dly
"	MIA SI	.55	.39	10	Frequently
"	LGA SI	.64	.48	10	Frequently
"	MIA K	.56	.40	.15	Su,T,Th,F
Port Sudan, Ang.-Eg. Sudan	LGA BO	1.87	1.40	.20	Sa,T
Porto Alegre, Brazil	LGA P	1.52	.89	.15	Dly
"	MIA P	1.42	.86	.15	Dly
"	MSY P	1.69	1.03	.15	Dly
"	HOU P	1.88	1.11	.15	Dly
"	BRO P	1.80	1.05	.15	Dly
"	CRP P	1.83	1.06	.15	Dly
"	NLD P	1.86	....	.15	.....
"	LAX P	2.14	....	.15	Dly
"	MIA SI	1.40	.84	.20	Frequently
"	LGA SI	1.49	.89	20	Frequently
Prague, Czechoslovakia	LGA P	1 30	.93	.15	Dly
"	BOS P	1.27	.91	.15	Su,F
"	LGA AO*	1.34	1.00	.15	T,F,Sa
"	LGA SI	1.30	.90	.25	Frequently
"	IDL S	1.30	.93	....	Su,T,Th
"	LGA TR	1.00	.85	12½	Frequently
"	HFD TR	1.00	.85	12½	Frequently
"	IDL SW	1.03	.83	.20	.....
"	LGA C*	1.28	.91	.30	.....
"	DCA C*	1.28	.91	.30	.....
"	LGA BO	1.30	.93	.20	M,T,Sa
"	IDL SS	1.30	.93	.20	Su,M,W,F
"	IDL SA	1.30	.93	....	Su
"	IDL AF	1.30	.93	.20	Dly except W

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Prague (cont'd)	BOS AF	1.27	.91	.20	Dly except W
"	IDL K	1.30	.93	.15	Dly
"	LGA TC	1.00	.85	.25	.....
Preston, Cuba	MIA P	20	.15	.15	Dly
Prestwick, Scotland	LGA AO	.96	.72	.15	T,F,Sa
"	IDL SS	.96	.72	.20	Dly
"	UL T	.90	.67	....	.....
"	IDL SW	.81	.65	.20	.....
"	IDL K	.96	.72	.15	Dly except M
Puebla, Puebla	DAL B	.41	....	17	Dly
"	FTW B	.41	....	.17	Dly
"	LRD B	.27	....	.17	Dly
"	SAT B	.34	....	.17	Dly
Puerto Cabezas, Nic.	MSY TA	80	.47	....	M,W,F
"	MEX TA	.48	.38	....	T,Th,Sa
Puerto Cortez, Hond.	MSY TA	.49	.37	....	M,W,F
"	MEX TA	.36	.28	....	T,Th,Sa
Puerto Princesa, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Puerto Suarez, Bolivia	MIA P	1.32	.99	.15	Sa
"	MSY P	1.44	1.08	.15	F
"	BRO P	1.45	1.09	.15	F
"	LAX P	1.58	1.19	.15	Th
"	HOU P	1.49	1.12	.15	F
"	CRP P	1.46	1.10	.15	F
"	NLD P	1.51	....	.15	.....
Quibdo, Colombia	MIA P	.62	.42	.15	Su
"	MSY P	1.14	....	.15	F
"	HOU P	1.27	....	.15	Sa
"	BRO P	1.19	....	.15	F
"	CRP P	1.22	....	.15	Sa
"	NLD P	1.21	....	.15	.....
"	LAX P	1.46	....	.15	Th
Quito, Ecuador	MIA P	.74	.55	.15	Dly
"	MSY P	.82	.63	.15	Dly
"	HOU P	.85	.65	.15	Dly
"	BRO P	.85	.65	.15	Dly
"	CRP P	.85	.65	.15	Dly
"	NLD P	1.11	....	.15	.....
"	LAX P	1.18	.89	.15	Dly
"	MIA SI	.73	.53	.10	Frequently
"	LGA SI	.82	.62	.10	Frequently
Rabat, Fr. Morocco	IDL AF	1.55	1.16	20	Dly
"	BOS AF	1.52	1.14	.20	.....
Rangoon, India	LGA BO	2.36	2.10	.20	Dly except W
Recife (Fernambuco) Brazil	LGA P	1.48	....	.15	Dly
"	MIA P	1.26	....	.15	Dly
"	MSY P	1.50	....	.15	Dly
"	HOU P	1.64	....	.15	Dly
"	BRO P	1.56	....	.15	Dly
"	CRP P	1.50	....	.15	Dly
"	NLD P	1.56	....	.15	.....
"	LAX P	1.84	....	.15	Dly
"	MIA SI	1.25	1.15	.20	Frequently
"	LGA SI	1.35	1.25	.20	Frequently
Regina, Sask., Canada	LGA T	7.00	....	.25	Dly
Reunion Islands	IDL AF	3.70	2.78	.20	Weekly
"	BOS AF	3.67	2.75	.20	Weekly
Reykjavik, Iceland	LGA AO	.77	.58	.15	Su,T,Th
"	IDL SS	1.39	1.15	.15	Dly
Rio de Janeiro, Brazil	LGA P	1.37	.84	.15	Dly
"	MIA P	1.26	.80	.15	Dly
"	MSY P	1.54	.91	.15	Dly
"	HOU P	1.68	.97	.15	Dly
"	BRO P	1.60	.92	.15	Dly
"	CRP P	1.64	.94	.15	Dly
"	NLD P	1.67	....	.15	.....
"	LAX P	1.94	....	.15	Dly
"	MIA SI	1.23	.79	.20	Frequently
"	LGA SI	1.35	.83	.20	Frequently
Roberts Field, Liberia	IDL AF	2.04	1.53	.20	Thrice Wkly
"	BOS AF	2.01	1.51	.20	Thrice Wkly
Robore, Bolivia	MIA P	1 32	.99	.15	Sa
"	MSY P	1.44	1.08	.15	F
"	HOU P	1.49	1.12	.15	F
"	BRO P	1.45	1.09	.15	F
"	CRP P	1.48	1.10	.15	F
"	LAX P	1.58	1.19	.15	Th
"	NLD P	1.51	....	.15	.....
"	BOS AF	2.01	1.51	.20	Su,T,Sa
Roenne, Denmark	IDL SS	1.27	.88	....	Su,M,W,F
Rome, Italy	LGA AO*	1.50	1.15	.15	T,F,Sa
"	LGA SI	1.50	.90	.25	Frequently
"	IDL S	1.33	.95	....	Su,,T,Th
"	LGA TR	1.05	.90	.15	Frequently
"	HFD TR	1.05	.90	.15	Frequently
"	IDL SW	1.12	.90	20	.....
"	LGA C*	1.30	.90	.30	.....
"	DCA C*	1.30	.90	.30	.....
"	DCA TW	1.35	.98	.20	M,Sa
"	LGA BO	1.33	.95	.20	Su,T,F
"	IDL SS	1.79	1.20	.20	Su,M,W,F
"	IDL AF	1.33	.95	.20	Dly
"	BOS AF	1.30	.93	.20	Dly
"	IDL K	1.33	.95	.15	Th
"	LGA TW	1.33	.95	.20	Dly
"	BOS TW	1.30	.93	.20	F
"	PHL TW	1.34	.97	.20	M,Sa
"	YIP TW	1.37	1.00	.20	Sa
"	CHI TW	1.39	1.02	.20	Sa
"	LGA P	1.33	.95	.15	.....
"	BOS P	1.30	.93	.15	.....
"	LGA TC	1.00	.85	.25	.....
Saigon, Indo China	LGA AO*	2.97	2.20	.15	M,F,Sa
"	IDL AF	2.54	2.20	.20	Twice Wkly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Saigon (cont'd)	BOS AF	2.51	2.18	.20	Twice Wkly
Salinas, Ecuador	MIA P	.78	.58	.15	Th,Sa
"	MSY P	.86	.66	.15	W,F
"	HOU P	.89	.68	.15	W,F
"	BRO P	.89	.68	.15	W,F
"	CRP P	.89	.68	.15	W,F
"	NLD P	1.12	....	.15	.....
"	LAX P	1.22	.92	.15	T,Th
Salisbury, So. Rhod.	LGA BO	2.47	1.85	.15	T,Th,Sa
Salta, Argentina	MIA P	1 29	.88	.15	Su,T,F
"	MSY P	1.42	1.07	.15	M,Th,F
"	HOU P	1.46	1.10	.15	M,Th,F
"	BRO P	1.42	1.07	.15	M,Th,F
"	CRP P	1.44	1.08	.15	M,Th,F
"	NLD P	1.46	....	.15	.....
"	LAX P	1.55	1.16	.15	Sa,W,F
San Fernando, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
San Ignacio de Velasco, Bolivia	MIA P	1.28	.96	.15	Sa
"	MSY P	1.41	1.06	.15	F
"	HOU P	1.46	1.10	.15	F
"	BRO P	1.42	1.07	.15	F
"	CRP P	1.44	1.08	.15	F
"	NLD P	1.49	....	.15	.....
"	LAX P	1.55	1.16	.15	Th
San Jose, Bolivia	MIA P	1.31	.98	.15	Sa
"	MSY P	1.43	1.07	.15	F
"	HOU P	1.48	1.11	.15	F
"	BRO P	1.44	1.08	.15	F
"	CRP P	1.46	1.10	.15	F
"	NLD P	1.50	....	.15	.....
"	LAX P	1.56	1.17	.15	Th
San Jose, Costa Rica	MIA P	.50	.36	.15	Dly
"	MSY P	.47	.37	.15	Dly
"	HOU P	.50	.39	.15	Dly
"	BRO P	.50	.39	.15	Twice Dly
"	CRP P	.50	.39	.15	Twice Dly
"	NLD P	.57	.41	.15	.....
"	LAX P	.72	.56	.15	Dly
"	MSY TA	.54	.39	....	M,W,F
"	MEX TA	.42	.31	....	T,Th,Sa
San Jose, Mindoro, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
San Juan, Puerto Rico	LGA P	.36	.30	.15	Dly
"	MIA P	.36	.28	.15	Thrice Dly
"	MIA SI	.27	.24	.10	Frequently
"	LGA SI	.35	.32	.10	Frequently
"	LGA TC	.30	.20	....	.....
San Pedro, Sula, Hond.	MSY TA	.48	.36	....	M,W,F
"	MEX TA	.35	.27	....	T,Th,Sa
San Salvador, El Salvador	MIA P	.42	.31	.15	Dly
"	MSY P	.39	.29	.15	Twice Dly
"	HOU P	.50	.36	.15	Dly
"	BRO P	.41	.30	.15	Dly
"	CRP P	.44	.32	.15	Dly
"	NLD P	.44	.32	.15	.....
"	LAX P	.56	.45	.15	Dly
"	MSY TA	.39	.29	....	M,W,F
"	MEX TA	.26	.20	....	T,Th,Sa
Santa Clara, Cuba	MIA P	1. 3	.10	.15	Dly
Santa Cruz, Bolivia	MIA P	1.24	.93	.15	M,W,Sa
"	MSY P	1.38	1.04	15	Su,T,F
"	HOU P	1.44	1.07	.15	Su,T,F
"	BRO P	1.39	1.04	.15	Su,T,F
"	CRP P	1.41	1.06	.15	Su,T,F
"	NLD P	1.44	....	.15	.....
"	LAX P	1.53	1.15	.15	M,Th,Sa
Santa Maria, Azores	LGA P	.78	.59	.15	Dly except
"	BOS P	.75	.57	.15	T
Santa Marta, Colombia	MIA P	.48	.33	.15	M,W,Sa
"	MSY P	.98	....	.15	Su,T,F
"	HOU P	1.14	....	.15	Su,T,F
"	BRO P	1.06	....	.15	Su,T,F
"	CRP P	1.09	....	.15	Su,T,F
"	NLD P	1.08	....	.15	.....
"	LAX P	1.33	....	.15	M,Th,Sa
Santiago, Chile	MIA SI	.85	1.28	.20	Frequently
"	LGA SI	.93	1.37	.15	Frequently
"	MIA P	1.30	.88	.15	Dly
"	MSY P	1.46	1.10	.15	Dly
"	HOU P	1.50	1.13	.15	Dly
"	BRO P	1.46	1.10	.15	Dly
"	CRP P	1.48	1.11	.15	Dly
"	NLD P	1.53	....	.15	.....
"	LAX P	1.60	1.20	.15	Dly
"	IDL PI	1.42	.99	.20	Tu,Sa
"	DCA PI	1.40	.97	.20	Tu,Sa
Santiago, Cuba	MIA P	.18	.14	.15	Thrice Dly
Sao Luiz, Brazil	LGA P	1.29	....	.15	Dly
"	MIA P	1.16	....	.15	Dly
"	MSY P	1.38	....	.15	Dly
"	HOU P	1.51	....	.15	Dly
"	BRO P	1.43	....	.15	Dly
"	CRP P	1.46	....	.15	Dly
"	NLD P	1.45	....	.15	.....
"	LAX P	1.62	....	.15	Dly
Sao Paulo, Brazil	LGA P	1.42	.86	.15	Dly
"	MIA P	1.32	.82	.16	Twice Dly
"	MSY P	1.56	.95	.15	Dly
"	HOU P	1.75	1.04	.15	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Sao Salvador (cont'd)	BRO P	1.67	.96	.15	Dly
"	CRP P	1.70	.99	.15	Dly
"	NLD P	1.72	....	.15	.....
"	LAX P	1.99	....	.15	Dly
"	MIA SI	.81	1.30	.15	Frequently
"	LGA SI	.85	1.40	.15	Frequently
Sao Salvador, Brasil	LGA P	1.58	....	.15	Dly
"	MIA P	1.28	....	.15	Dly
"	MSY P	1.54	....	.15	Dly
"	HOU P	1.72	....	.15	Dly
"	BRO P	1.64	....	.15	Dly
"	CRP P	1.67	....	.15	Dly
"	NLD P	1.67	....	.15	.....
"	LAX P	1.94	....	.15	Dly
"	MIA SI	1.19	1.27	.20	Frequently
"	LGA SI	1.30	1.37	.20	Frequently
Seoul, Korea	EDF NW	2.30	1.65	.20	Thrice Wkly
"	CHI NW	2.56	1.87	.20	Thrice Wkly
"	CLE NW	2.59	1.89	.20	Thrice Wkly
"	YIP NW	2.58	1.87	.20	Thrice Wkly
"	LAX NW*	2.40	1.75	.20	Thrice Wkly
"	MKE NW	2.56	1.87	.20	Thrice Wkly
"	MPS NW	2.54	1.86	.20	Thrice Wkly
"	LGA NW	2.63	1.92	.20	Thrice Wkly
"	PIT NW	2.60	1.90	.20	Thrice Wkly
"	PDX NW*	2.40	1.75	.20	Thrice Wkly
"	SFO NW*	2.40	1.75	.20	Thrice Wkly
"	SEC NW	2.40	1.75	.20	Thrice Wkly
"	LAX P	2.40	1.75	.15	.....
"	SFO P	2.40	1.75	.15	.....
Shanghai, China	LGA P	2.86	2.54	.15	T,Sa
"	BOS P	2.83	2.52	.15	T,Sa
"	LAX P	2.50	1.88	.15	Su,T,W,F
"	SFO P	2.50	1.88	.15	Su,T,W,F
"	SFO PH	2.50	1.80	.15	W,Sa
"	HJR PH	2.00	1.33	.20	W,Sa
"	IDL AF	2.86	2.54	.20	.....
"	BOS AF	2.83	2.52	.20	.....
"	EDF NW	2.40	1.75	.20	Four Wkly
"	CHI NW	2.66	1.92	.20	Four Wkly
"	CLE NW	2.69	1.96	.20	Four Wkly
"	YIP NW	2.68	1.96	.20	Four Wkly
"	LAX NW*	2.50	1.80	.20	Four Wkly
"	MKE NW	2.66	1.92	.20	Four Wkly
"	MPS NW	2.64	1.91	.20	Four Wkly
"	LGA NW	2.73	1.97	.20	Four Wkly
"	PIT NW	2.70	1.97	.20	Four Wkly
"	PDX NW*	2.50	1.80	.20	Four Wkly
"	SFO NW*	2.50	1.80	.20	Four Wkly
"	SEC NW	2.50	1.80	.20	Four Wkly
"	LAX W	2.50	1.80	.20	.....
"	PDX W	2.50	1.80	.20	.....
"	SEC W	2.50	1.80	.20	.....
"	IDL K	2.86	2.54	.15	Su
Shannon, Eire	LGA P	.92	.69	.15	Dly
"	BOS P	.89	.67	.15	Dly
"	LGA AO	.92	.69	.15	M,T,W,Th,Sa
"	LGA SI	1.10	.70	.25	Frequently
"	LGA TR	.68	.58	.10	Frequently
"	HFD TR	.68	.58	.10	Frequently
"	LGA SW	.77	.61	.20	.....
"	IDL SA	.92	.69	....	Su
"	UL T	.86	.65	....	.....
"	LGA BO	.92	.69	.20	.....
"	IDL AF	.92	.69	.20	.....
"	BOS AF	.89	.67	.20	.....
"	LGA TW	.92	.69	.20	Dly
"	BOS TW	.89	.67	.20	Su,F
"	PHL TW	.93	.71	.20	M,Sa
"	YIP TW	.96	.74	.20	Sa
"	DCA TW	.94	.72	.20	M,Sa
"	CHI TW	.98	.76	.20	Th,Sa
"	LGA TC	.75	.60	.25	.....
Sian, China	CHI NW*	2.88	2.14	.20	Four Wkly
"	CLE NW*	2.91	2.18	.20	Four Wkly
"	YIP NW*	2.90	2.18	.20	Four Wkly
"	LAX NW	2.72	2.02	.20	Four Wkly
"	MKE NW*	2.88	2.14	.20	Four Wkly
"	MPS NW*	2.86	2.13	.20	Four Wkly
"	LGA NW*	2.95	2.19	.20	Four Wkly
"	PIT NW*	2.92	2.19	.20	Four Wkly
"	PDX NW*	2.72	2.02	.20	Four Wkly
"	SFO NW*	2.72	2.02	.20	Four Wkly
"	SEC NW*	2.72	2.02	.20	Four Wkly
Singapore, Mal. St.	LGA TR	2.45	1.57	.25	Frequently
"	HFD TR	2.45	1.57	.25	Frequently
"	LGA BO	2.58	2.29	.20	M,Th,F,Sa
"	IDL AF	2.58	2.29	.20	.....
"	BOS AF	2.55	2.27	.20	.....
"	IDL K	2.58	2.29	....	.....
Siuna, Nicaragua	MSY TA	.55	.42	....	M,W,F
"	MEX TA	.43	.33	....	T,Th,Sa
Sliac, Czechoslovakia	LGA AO*	1.45	1.10	.15	T,F,Sa
Sofia, Bulgaria	LGA AO*	1.64	1.27	.15	T,F,Sa
Sourabaya, Java, N.E.I.	LGA AO*	2.76	2.50	.20	Dly
"	LGA BO	2.77	2.32	.20	M,Th,Sa
"	IDL K	2.77	2.32	.20	Dly except M
Stanleyville, Bel. Congo	LGA AO*	2.28	1.71	.15	Dly
"	IDL S	2.28	1.85	....	Su,T,Th
Stavanger, Norway	LGA AO*	1.16	.90	.15	T,F
"	IDL SS	1.29	.88	.20	Tu,Th,Sa
St. John, N. B.	BOS T ▲	2.14	.056	....	Dly
"	LGA T	.20	....	....	Dly
St. Johns, Antigua, B.W.I.	LGA P	.46	.41	.15	.....
"	MIA P	.45	.33	.15	.....
"	MSY P	.96	....	.15	.....
"	HOU P	1.18	....	.15	.....
"	BRO P	1.10	....	.15	.....
"	CRP P	1.13	....	.15	.....

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
St. Johns (cont'd)	NLD P	1.12	....	.15	.....
"	LAX P	1.35	....	.15	.....
St. Johns, N. F.	LGA AO*	.42	.32	.15	Dly
"	BOS T ▲	.48	....	....	Dly
"	LGA T ▲	4.89	1.66	....	Dly
St. Lucia, B.W.I.	LGA P	.54	.47	.15	T,Th,Sa
"	MIA P	.53	.38	.15	Dly
"	MSY P	1.00	....	.15	Dly except Su
"	HOU P	1.15	.75	.15	Dly
"	BRO P	1.07	.71	.15	Dly except Su
"	CRP P	1.10	.72	.15	Dly
"	NLD P	1.18	....	.15	.....
"	LAX P	1.39	....	.15	Dly
Stockholm, Sweden	LGA AO	1.28	.89	.15	Su,T,Th
"	LGA SI	1.40	.84	.25	Frequently
"	LGA TR	1.05	.90	.12½	Frequently
"	HFD TR	1.05	.90	.12½	Frequently
"	LGA C*	1.26	.87	.30	.....
"	DCA C*	1.26	.87	.30	.....
"	LGA BO	1.28	.89	.20	Dly except W
"	IDL SS	1.28	.89	.20	Dly
"	IDL AF	1.28	.89	.20	Dly
"	BOS AF	1.25	.86	.20	.....
"	IDL K	1.28	.89	.15	Dly
"	LGA TC	1.00	.90	.25	.....
Stornoway, Scotland	LGA AO*	1.29	1.00	.15	Dly
St. Thomas, Virgin Is. (U.S.)	LGA P	.41	.36	.15	Dly
"	MIA P	.39	.29	.15	Twice Dly
Stuttgart, Germany	LGA P	1.25	.94	.15	.....
"	BOS P	1.22	.92	.15	.....
Suva, Fiji Islands	LAX P	1.75	1.27	.15	M,T,Sa
"	SFO P	1.75	1.27	.15	M,T,Sa
Sydney, Australia	LAX P	2.36	1.74	.15	T,Sa
"	SFO P	2.36	1.74	.15	T,Sa
"	LGA BO	3.41	2.56	.20	M,Th,F,Sa
"	SFO BO*	2.36	1.77	.15	.....
Sydney, N. S.	BOS T	.24	....	....	Dly
"	LGA T ▲	2.99	.90	....	Dly
Tacloban, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Tagbilaran, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Talara, Peru	MIA P	.84	.63	.15	Dly
"	MSY P	.92	.71	.15	Dly
"	HOU P	.95	.73	.15	Dly
"	BRO P	.95	.73	.15	Dly
"	CRP P	.95	.73	.15	Dly
"	NLD P	1.15	....	.15	.....
"	LAX P	1.28	.97	.15	Dly
"	LGA PI	.96	.74	.10	W,F
"	IDL PI	.98	.73	.10	T,W,F,Sa
Tamatave, Madagascar	IDL AF	3.50	2.63	.20	Weekly
"	BOS AF	3.47	2.60	.20	.....
Tampico, Mexico	HOU P	.15	.11	.15	Dly
"	BRO P	.10	.08	.15	Dly
"	CRP P	.13	.10	.15	Dly
"	LAX P	.76	....	.15	Dly
Tananarive, Madagascar	IDL AF	3.44	2.58	.20	Weekly
"	BOS AF	3.41	2.56	.20	.....
Tangier, Morocco	LGA AO*	1.55	1.24	.15	Dly
"	IDL AF	1.61	1.21	.20	.....
"	BOS AF	1.58	1.19	.20	.....
Tapachula, Mexico	MIA P	.42	.31	.15	Dly
"	MSY P	.39	.29	.15	Dly
"	HOU P	.42	.31	.15	Dly
"	BRO P	.34	.25	.15	Dly
"	CRP P	.37	.28	.15	Dly
"	LAX P	.88	....	.15	Dly
Tegucigalpa, Honduras	MIA P	.47	.34	.15	Dly
"	MSY P	.44	.32	.15	Dly
"	HOU P	.50	.38	.15	Dly
"	BRO P	.45	.33	.15	Dly
"	CRP P	.48	.35	.15	Dly
"	NLD P	.48	.35	.15	.....
"	LAX P	.61	.48	.10	Dly
"	MSY TA	.44	.32	....	M,W,F
"	MEX TA	.31	.23	....	T,Th,Sa
Teheran, Iran	LGA AO*	2.10	1.58	.15	Dly
"	LGA SI	2.55	1.70	.25	Frequently
"	LGA C*	1.83	1.37	.30	.....
"	DCA C*	1.83	1.37	.30	.....
"	LGA BO	1.85	1.39	.20	F
"	IDL AF	1.85	1.39	.20	Weekly
"	BOS AF	1.82	1.37	.20	.....
"	IDL K	1.85	1.39	.15	Su
"	IDL SS	1.85	1.39	.20	Su,M,W,F
Tel Aviv, Israel	LGA SI	2.25	1.50	.25	Frequently
Tela, Honduras	MSY TA	.49	.37	....	M,W,F
"	MEX TA	.36	.28	....	T,Th,Sa
Tientsin, China	SFO NW*	2.67	1.97	.20	Four Wkly
"	PDX NW*	2.67	1.97	.20	Four Wkly
"	PIT NW*	2.87	2.14	.20	Four Wkly
"	LGA NW*	2.90	2.14	.20	Four Wkly
"	CHI NW*	2.83	2.09	.20	Four Wkly
"	CLE NW*	2.86	2.13	.20	Four Wkly
"	YIP NW*	2.85	2.13	.20	Four Wkly
"	LAX NW*	2.67	1.97	.20	Four Wkly
"	MKE NW*	2.83	2.09	.20	Four Wkly
"	MPS NW*	2.81	2.08	.20	Four Wkly
Tokyo, Japan	LGA P	3.24	2.79	.15	Sa
"	BOS P	3.21	2.77	.15	Sa
"	LAX P	2.35	1.76	.15	W,F
"	SFO P	2.35	1.76	.15	W,F

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Tokyo (cont'd)	EDF NW	2.25	1.55	.20	Four Wkly
"	CHI NW*	2.51	1.69	.20	Four Wkly
"	CLE NW*	2.54	1.72	.20	Four Wkly
"	YIP NW*	2.53	1.71	.20	Four Wkly
"	LAX NW	2.35	1.53	.20	Four Wkly
"	MKE NW*	2.51	1.69	.20	Four Wkly
"	MPS NW	2.49	1.64	.20	Four Wkly
"	LGA NW	2.58	1.75	.20	Four Wkly
"	PIT NW	2.55	1.73	.20	Four Wkly
"	PDX NW	2.35	1.53	.20	Four Wkly
"	SFO NW*	2.35	1.53	.20	Four Wkly
Toronto, Ont., Canada	LGA A	.12	.07	.04	Dly
"	LGA T ▲	1.76	.041	....	Dly
Trinidad, Cuba	MIA P	.15	.11	.15	Dly
Tripoli, Libya	LGA AO*	1.52	1.14	.15	Dly
"	LGA BO	1.37	.97	.20	Dly except W
Trondheim, Norway	LGA AO*	1.29	.91	.15	T
"	IDL SS	1.29	.88	.20	T, Th,Sa
Trujillo, Honduras	MSY TA	.51	.39	....	M,W,F
"	MEX TA	.38	.30	....	T,Th,Sa
Tsinan, China	CHI NW*	2.79	2.05	.20	Four Wkly
"	CLE NW*	2.82	2.09	.20	Four Wkly
"	YIP NW*	2.81	2.09	.20	Four Wkly
"	LAX NW*	2.63	1.93	.20	Four Wkly
"	MKE NW*	2.79	2.05	.20	Four Wkly
"	MPS NW*	2.77	2.04	.20	Four Wkly
"	LGA NW*	2.86	2.10	.20	Four Wkly
"	PIT NW*	2.83	2.10	.20	Four Wkly
"	PDX NW*	2.63	1.93	.20	Four Wkly
"	SFO NW*	2.63	1.93	.20	Four Wkly
"	SEC NW*	2.63	1.93	.20	Four Wkly
Tsingtao, China	CHI NW*	2.76	2.02	.20	Four Wkly
"	CLE NW*	2.79	2.06	.20	Four Wkly
"	YIP NW*	2.78	2.06	.20	Four Wkly
"	LAX NW*	2.60	1.90	.20	Four Wkly
"	MKE NW*	2.76	2.02	.20	Four Wkly
"	MPS NW*	2.74	2.01	.20	Four Wkly
"	LGA NW*	2.98	2.07	.20	Four Wkly
"	PIT NW*	2.80	2.07	.20	Four Wkly
"	PDX NW*	2.60	1.90	.20	Four Wkly
"	SFO NW*	2.60	1.90	.20	Four Wkly
"	SEC NW*	2.60	1.90	.20	Four Wkly
Tucuman, Argentina	MIA P	1.31	.89	.15	Su,T,F
"	MSY P	1.44	1.08	.15	M,Th,Sa
"	HOU P	1.48	1.11	.15	M,Th,Sa
"	BRO P	1.44	1.08	.15	M,Th,Sa
"	CRP P	1.46	1.10	.15	M,Th,Sa
"	NLD P	1.50	....	.15	.....
"	LAX P	1.56	1.17	.15	Su,W,F
Tuguegarao, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.80	.20	.....
Tumaco, Colombia	MIA P	.73	.49	.15	Su
"	MSY P	1.14	....	.15	F
"	HOU P	1.25	....	.15	F
"	BRO P	1.17	....	.15	W,Sa
"	CRP P	1.20	....	.15	W,Sa
"	NLD P	1.19	....	.15	.....
"	LAX P	1.44	....	.15	Th
Tunis, Tunisia	LGA AO*	1.59	.161	.15	T,F,Sa
"	IDL AF	1.37	.97	.20	Four Wkly
"	BOS AF	1.34	.95	.20	Four Wkly
"	IDL K	1.37	.97	.15	Th
"	LGA TW	1.37	.97	.20	M
Tuxpan, Mexico	HOU P	.26	....	.15	Dly
"	BRO P	.18	....	.15	Dly
"	CRP P	.21	....	.15	Dly
"	LAX P	.74	....	.15	Dly
Tuxtla Gutierrez, Mexico	MIA P	.62	....	.15	Dly except S
"	MSY P	.59	....	.15	Dly except F
"	HOU P	.50	....	.15	Dly
"	BRO P	.42	....	.15	Dly except S
"	CRP P	.45	....	.15	Dly
"	LAX P	.83	....	.15	Dly except F
Usumbura, Bel. Congo	LGA S	2.43	1.61	....	Su,T,Th,
Uyuni, Bolivia	MIA P	1.22	.87	.15	T,F
"	MSY P	1.36	1.02	.15	M,Th
"	HOU P	1.42	1.06	.15	M,Th
"	BRO P	1.37	1.03	.15	M,Th
"	CRP P	1.40	1.05	.15	M,Th
"	NLD P	1.39	....	.15	.....
"	LAX P	1.52	1.14	.15	Su,W
Vancouver, B. C., Can.	SEC U	.04	.021	.10	Dly
"	LGA U	.96	.245	.10	Dly
"	LGA T ▲1	0.13	.375	....	Dly
"	SFO BO*	.11	.08	.15	.....
Varadero, Cuba	MIA P	.12	.09	.15	Dly
Veracruz, Mexico	MIA P	.57	....	.15	Dly
"	MSY P	.53	....	.15	Dly
"	HOU P	.36	....	.15	Dly
"	BRO P	.28	....	.15	Dly
"	CRP P	.31	....	.15	Dly
"	LAX P	.76	....	.15	Dly
"	DAL B	.42	....	....	Dly
"	FTW B	.42	....	....	Dly
"	LRD B	.28	....	....	Dly
"	SAT B	.35	....	....	Dly
Victoria, Brasil	LGA P	1.66	....	.20	Th,Sa
"	MIA P	1.41	....	.20	Sa
"	MSY P	1.59	....	.20	Th
"	HOU P	1.81	....	.20	Th
"	BRO P	1.73	....	.20	Th
"	CRP P	1.76	....	.20	Th
"	NLD P	1.76	....	.15	.....
"	LAX P	2.03	....	.20	W
Victoria, B. C.	LGA T	.96	....	....	Dly
Victoria de las Tunas, Cuba	MIA P	.15	.11	.10	Dly

Destination	Airport and Airline	RATES (See Note) Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per $100 Value	Depart
Victoria Falls, So. Rhodesia	LGA BO	2.47	1.85	.20	Su,T,F
Vienna, Austria	LGA P	1.36	.96	.20	Dly
"	BOS P	1.33	.94	.20	Su,F
"	LGA AO*	1.36	1.01	.15	Dly
"	LGA SI	1.35	.80	.25	Frequently
"	LGA TR	1.05	.90	.12½	Frequently
"	HFD TR	1.05	.90	.12½	Frequently
"	LGA C*	1.34	.94	.30	.....
"	DCA C*	1.34	.94	.30	.....
"	LGA BO	1.36	.96	.20	Su,T,Sa
"	IDL AF	1.36	.96	.20	.....
"	BOS AF	1.33	.94	.20	.....
"	LGA TC	1.05	.90	.25	.....
Tigan, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Villahermosa, Mexico	MIA P	.47	....	.10	Dly
"	MSY P	.43	....	.10	Dly
"	HOU P	.48	....	.10	Dly
"	BRO P	.40	....	.10	Dly
Villahermosa (cont'd)	CRP P	.43	....	.10	Dly
"	LAX P	.83	....	.10	Dly
Villavicencio, Colombia	MIA P	.65	.44	.10	Dly
"	MSY P	1.12	....	.20	Dly
"	HOU P	1.23	....	.20	Dly
"	BRO P	1.15	....	.20	Dly
"	CRP P	1.18	....	.20	Dly
"	NLD P	1.17	....	.15	.....
"	LAX P	1.42	....	.20	Dly
Visby, Sweden	IDL SS	1.34	.93	20	Dly
Wadi Haifa, Ang. Eg. Sudan	LGA AO*	1.97	1.47	.15	Dly
"	LGA BO	1.78	1.34	.20	Su,T,Th,Sa
Wake Island	LAX P	1.54	1.16	.20	Five Wkly
"	SFP P	1.54	1.16	.20	Five Wkly
Warsaw, Poland	LGA AO*	1.47	1.11	.15	T,F,Sa
"	IDL SA	1.50	1.13	....	Su
"	IDL SS	1.52	1.04	.20	Dly
"	IDL AF	1.43	1.07	.20	.....
"	BOS AF	1.40	1.05	.20	.....
Whitehorse, Canada	SEC P	.35	.14	.10	Su,T,W,F
Windsor, Ont., Canada	LGA A	.20	....	....	Dly
"	CHI A	.12	....	....	Dly
Windsor (cont'd)	LGA T ▲	2.14	.056	....	Dly
"	CHI T	.12	....	....	Dly
Winnipeg, Man., Can.	LGA T ▲	5.75	.20	....	Dly
"	GFK W	.04	....	....	Dly
Yakutat, Alaska	SEC P	.45	.18	.15	.....
Zamboanga, Philippines	SFO PH	2.60	1.90	.20	W,Sa
"	HJR PH	1.89	1.36	.20	W,Sa
"	LAX W*	2.60	1.90	.20	.....
"	PDX W*	2.60	1.90	.20	.....
"	SEC W*	2.60	1.90	.20	.....
Zurich, Switzerland	LGA AO*	1.31	.97	.15	Dly
"	LGA SI	1.30	.77	.25	Frequently
"	IDL SS	1.20	.89	.20	Su,M,W,F
"	IDL SA	1.20	.89	....	Su
"	IDL S	1.20	.89	....	Su,T,Th
"	LGA TR	.95	.80	.12½	Frequently
"	HFD TR	.95	.80	.12½	Frequently
"	LGA C*	1.18	.87	.30	.....
"	DCA C*	1.18	.87	.30	.....
"	IDL AF	1.20	.89	.20	Six Weekly
"	BOS AF	1.17	.88	.20	.....
"	IDL K	1.20	.89	.15	Dly except M
"	LGA BO	1.22	.92	.20	.....

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AIR FREIGHT FORWARDERS

ONLY one air freight forwarder—Emery Air Freight Corporation—has filed a tariff with the Civil Aeronautics Board and received an operating permit, although 26 firms have applied for authority since the Board ruled favorably for the forwarding industry. The CAB order is being asked by the nation's scheduled airlines to be set aside. (*See September AT.*)

The airlines are charging that the CAB acted without making appropriate findings and has committed other errors of law. According to the airlines, the Board improperly authorized forwarders on an experimental basis. They further stated that the CAB reached its decision without making appropriate findings as to whether authorization of freight forwarders in air transportation will result in an economically sound air transport industry.

When the CAB authorized the forwarders, the airlines asserted, it erred in superimposing on the direct air carriers a completely new and competitive system of indirect air carriers, not engaged in the operation of aircraft, to operate as air freight forwarders. The air carriers claimed that a number of the Board's findings upon which it based its decision are not supported by substantial evidence of record. They pointed out the following statement by Member Harold A. Jones, sole dissenter in the CAB decision:

"Actually, I can find no majority of finding of fact with respect to the public need for air freight forwarders in the entire opinion . . . A decision as important as this one should not rest upon so flimsy a foundation."

Fifteen certificated air carriers participated in the appeal to the United States Circuit Court of Appeals in Chicago: American, Braniff, Capital, Chicago and Southern, Continental, Delta, Eastern, Inland, Mid-Continent, National, Northeast, Northwest, TWA, United, and Western.

In addition to Emery, which already has its operating permit, the forwarding firms whose applications are on file include: Domestic Air Express; Air Dispatch, Inc.; Rapid Air Service; Cloud Lane; Air Freight Company, Inc.; West Coast Aircraft Sales and Service, Inc.; Air Lane Service, Inc.; Peter A. Bernacki; Lifschultz Air Freight; Flying Cargo, Inc.; All Airfreight Company, Inc.; Airborne Flower Traffic, Inc.; Airborne Co-Ordinators, Inc.; Air-Con, Inc.; Trans-Export Company; Air Freightways; Air Cargo Expediters Corporation; Air Freight Consolidators Company; Barr Shipping Company; Allied Air Freight, Inc.; Dixie Air Freight Company; City Delivery Service Company, Inc.; Union Air Freight Terminal, Inc.; Airland Freight Consolidators, Inc.; and American Shippers, Inc.

In an exception to the CAB opinion, filed by John H. Stewart, president of Air Dispatch, Inc., it is stated that "there would seem to be little or no reason for imposing a five-year or any particular time limitation." Stewart pointed out that investigation by his company showed that "the five-year limitation is an extremely serious obstacle to securing adequate financing." The text of the exception follows:

"The Board, in its opinion, finds that the air freight forwarders will not require large capital investments and apparently on the basis of this finding concludes that a temporary five-year authorization is proper. While it is true that forwarding operations require relatively small investment in equipment and fixed assets, the record will show that there was wide variance as to the amount of capital which would have to be secured by the various applicants in order properly to set up their organizations. With respect to Air Dispatch, for example, the record will show that at least two million dollars would have to be secured if Air Dispatch were to go forward with its operation in the manner proposed by it.

In view of certain provisions in the Board's opinion and in the regulation adopted by it, there would seem to be little or no reason for imposing a five-year or any particular time limitation. With

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respect to direct air carriers having mail certificates, such a temporary authorization appears warranted. In the case of air freight forwarders, however, there is no problem of Government support and hence no possibility that the Board may later be faced with any problem of the type which could arise with mail certificated direct air carriers. In fact it is difficult to see what the five-year limitation can accomplish which is not in fact accomplished under the opinion and regulation by means of other provisions. For example, Section 292.6 provides that the exemption granted to forwarders is subject to immediate suspension when such action is required in the public interest. Furthermore the exemption is subject to revocation after notice and hearing for knowing and willful violation of any provisions of the Act or of any applicable rule or regulation issued under it. Air freight forwarders are subject to complete regulation and control of the Board, and any activities or any operation of such indirect air carriers, which to the Board may appear to be improper, can be corrected at any time. If at the end of five years it appears to the Board that air freight forwarding operations should no longer be permitted, the Board can so find and even though a hearing might be advisable before making such a finding, there is no reason to suppose that the necessity of terminating air freight forwarding operations will be so in the nature of an emergency as to make the Board feel that termination of operations should be accomplished without hearing. Furthermore, it is unlikely, even with the five-year limitation in the opinion and regulation, that termination of air freight forwarding operations would in fact be effected without hearing.

"Since air freight forwarders are at all times under the complete control and regulation of the Board, since their operations may be terminated at any time if the public interest requires such action and since the five-year time limitation would in fact appear to facilitate termination of their operations hardly at all, here would appear to be no substantial reason for imposing such a limitation.

"Balanced against the above considerations which appear to accomplish substantially nothing is the factor of ease and facility of financing. Investigation by Air Dispatch has already disclosed that the five-year limitation is an extremely serious obstacle to securing adequate financing. The specific inclusion in the opinion and regulation of a five-year limitation on operating authority, although in fact it accomplishes substantially nothing in the way of facilitating the Board's control of the situation, renders impossible financing which would otherwise be available even though air freight forwarding operating authority could in fact be withdrawn by the Board at any time if that provision were excluded. In placing this arbitrary top limit of time on the authorization granted, the Board has established the basis for an experiment in air freight development and at the same time has made it extremely difficult for applicant and others to carry out this experiment. In view of the foregoing considerations, Air Dispatch, Inc., respectfully excepts to this provision in the Board's opinion and regulation."

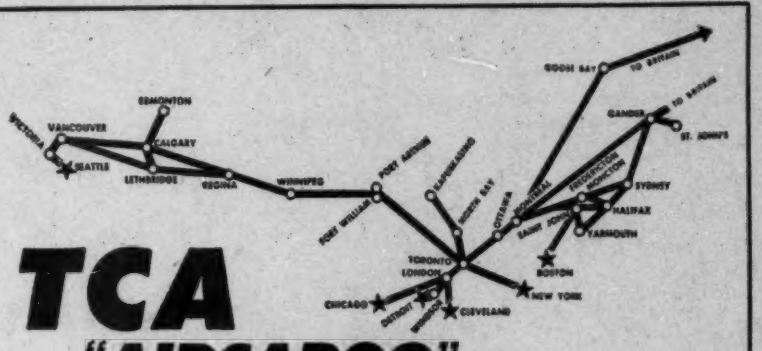
Before entering its exceptions, Air Dispatch said that it "well recognizes the difficulties confronting the Board in rendering a decision in this case," and called that decision, "in the main, a tribute to the intelligence and far-sightedness of the Board."

Other industry news follows:

Rohner, Gehrig and Company, Inc.: Sal J. Graziano, air cargo manager, recently returned from a three-week air trip to Switzerland and Italy, studying air traffic possibilities during this period.

Tynan Transport Service: Art Davis, formerly with Pan American World Airways' Cargo Department, has been appointed general manager.

Stark Air Shipping, Inc.: An announcement by Richard C. Conver, vice-president, states that the firm has opened new offices at 120 Wall Street, New York.



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An enlightened air cargo program, says the author, is the sort of combination that is both a . . .

SWORD AND PLOUGHSHARE

By LANGDON P. MARVIN, JR.
Former Chairman, Interdepartmental Air Cargo Priorities Committee

A SHORT TIME ago, the Secretary of the Navy reminded us that the Soviet Union has an operating fleet of about 250 submarines—five times the number with which Germany started World War II. Since this potentially hostile underwater fleet is not only very large, but is in good part equipped with *schnorkel* and other improvements, I doubt that in planning our national security we can continue to place sole reliance on our surface Merchant Marine.

Furthermore, since Congress has voted 70 combat air groups to be the main striking force of our military power, we must have supply lines which can keep pace. Sixteen-knot supply lines are hardly adequate in a 400-mile-an-hour age. However, in our plans to speed up our supply lines, we must remember that war transport is primarily a movement of freight—freight tonnage in a ratio of something like 120 to one over passengers.

Therefore, what we need is a Merchant Marine of the Air, capable of flying over enemy submarines, capable of keeping pace with our combat planes, and capable of carrying freight.

Unfortunately, an examination of the present United States balance sheet in cargo aircraft shows a very bad case of unpreparedness:

M-Day Requirements	Availability	Deficit
4,000*	402 (All parts of USAF, incl. storage)	3,349 (84%)
	64 (Navy)	
	60 (Airlines certificated by CAB)	
	125 Veterans' air freight lines applying to CAB)	
	651 = 16.4% requirements	

The reader might think that by this time we would know the importance of cargoplanes. We saw how, throughout the last war, our ally, China, as well as our own forces fighting in that theater, were supplied almost entirely by air, the lift over the Hump reaching a peak of 70,000 tons a month. All of General Chennault's gas line and bombs, most of China's lend-lease, the bulk of all military and industrial supplies for both the Chinese and United States forces were flown in. At home, for three years, our radio and radar factories were fed regularly by air imports of millions of pounds of tantalite from Brazil, Africa, and Australia; mica from India and Brazil; quartz crystals from Brazil; and other strategic raw materials. The present air lift to Berlin is merely one in a long list of lessons that on cargo planes may hang our national prestige and our military success. **(See Operation Vittles in August AT.)**

These facts are all well known, and the citizen may wonder why, in the face of them, we are confronted with such a dangerous case of unpreparedness.

A "Fatal Gap"

As nearly as I can make out, after seven years' experience and study, the answer is that a fatal gap exists between military aviation and civil aviation, a fatal lack of mutual understanding and cooperation. This gap was best revealed last Winter when, at the very time the military authorities were looking to civil air agencies to help develop the air freight fleet they would need on M-Day, then Chairman James M. Landis of the Civil Aeronautics Board advocated that if the military needed a lot of freight planes they should buy them themselves and store them in mothballs, because the CAB could not see how they could be usefully employed in peace.

To the average citizen it is surely obvious that the United States would be far less ready for war with its airfreighters in storage than if they were in operation; obviously the country would lose a lot of new business if this fleet of freight planes were not used in our peacetime domestic and foreign cargo trade; obviously, developing a Merchant Marine of the Air through commerce would cost the taxpayer less than if it were done 100 percent by Government funds.

There actually is no division of interest between commercial and military air transport. The military need freight planes for war, and the $40,000,000 airline deficits of the past year should indicate that our commercial airlines could well use some new revenues from hauling ing cargo.

Far from being an object of conflict, an air cargo program is a happy combination of commercial and military interests; it is both a sword and a ploughshare.

Unfortunately, no Government agency or committee or board is really putting the two halves—commercial and military—of this air cargo program together. The Air Force and Navy have figured out what they need in the way of freight planes for M-Day, but they are unable to procure this entire fleet themselves, and are wary of intruding into the sphere of the Civil Air Agencies in figuring ways and means of developing the fleet they need through commerce.

On the civil side of the picture, the certificated airlines under the leadership of the CAB have steadily been pursuing a policy of trying to build a big airline system upon a small luxury passenger market. They have squeezed and squeezed that market, and the net results of the unimaginative postwar CAB policy have been: large deficits for the certificated airlines, large bills for the taxpayer in the form of air mail "payments" to cover those deficits, few orders for the manufacturers, restriction of opportunity for the veterans' air freight lines and other newcomers, and a negligible contribution to the air freight fleet needed for defense.

It is manifestly impossible to get a fleet of large freight planes capable of hopping the oceans in an over-

* N.B. 4,000 C-54-type freighters—approximately 800 new-type, 20-ton-payload, long-range aircraft.

seas war from a small-size luxury passenger market, the bulk of which is short-haul anyway. Most of the planes which the airlines are acquiring are of too short range to accomplish the 2,500-mile hops required in war, most of them are too small to carry appreciable loads, and 90 percent of them are not fitted out for the carriage of freight. While it is possible to convert a luxury passenger plane into a freighter, conversion centers would have to be established where the interior fittings could be ripped out, the floors strengthened, large doors cut, and bullet-proof tanks installed. This is a process of several weeks, and, of course, the whole point of having a fleet of freight planes is to be able to cope instantaneously with a Sunday punch. We would do well to remember General Eisenhower's admonition that in the next war our ability to act in the *first 60 days will be* determining.

Therefore, in our pursuit of an Air Merchant Marine, let us rule out those totally inadequate substitute plans of a mothball fleet or a luxury passenger plane fleet. We must have a fleet of large, long-range freight planes *in constant operation*, and the only way to do this in a manner not ruinous to the taxpayer and not absurdly wasteful of one of our national assets, is to get these planes to work carrying long-haul commercial cargoes in our domestic and foreign trade.

For some time I have been doing research, on the potentials in commercial air cargo at profitable rates, and have come to the conclusion that of the total of 800 long-range, large-payload airfreighters required by the military for M-Day, some 200 could be gainfully employed in our import-export trade. (Or, in units of C-54s, about 1,000 planes could be kept busy profitably in foreign air trade, out of a national requirement of 4,000.) How many more could be gainfully employed in our domestic commerce and in hauling our peacetime military traffic remains to be worked out.

It is clear, however, that the key to the whole business of preparedness in air transportation is to work out a national plan wherein the commercial and military parts of the problem are considered *together*. The whole business of developing newer and better airfreighters, procuring them on a careful schedule, putting them to work in the commercial cargo business, arranging for their automatic mobilization in the event of war, etc., is a problem which cannot be split into watertight civil and military parts.

Several years ago there was established in the Government an Air Coordinating Committee, the purpose of which was to bring the multitudinous air agencies of the Government together on matters that cut across more than one department. For a solid year four different subcommittees of this Air Coordinating Committee—in fashion reminiscent of the League of Nations—have pondered ACC Paper No. 84, not to mention other proposals, that some careful study and planning be done in this field of freight plane preparedness. Although ACC-84 and other proposals for an air cargo study were given specific support by the President's Air Policy Commission on January 1, 1948[1], the only action so far accomplished by the ACC and its member agencies has been the compilation of a bibliography of air cargo literature! Neither the Air Coordinating Committee nor its member agencies have this year proposed any ade-

Anxious to get as wide a distribution as possible in the fastest possible time, Crosley Motors, manufacturers of lightweight cars, is taking advantage of air freight. Here, George Stickel, Jr. (right), head of an auto sales agency at Milburn, New Jersey, directs loading of pick-up truck and convertible into one of Slick Airways' Commandos. The big cargoplane was able to take aboard four Crosleys. The ramp—a mobile one—facilitated loading procedures. Quick delivery by air means faster, greater profits.

[1] "The problem of building up a pool of military transport planes in commercial use seems to warrant a more coordinated study of the number of transports needed, the potential commercial cargo traffic, and the possible subsidy cost to the Government than has been carried on by the Armed Services, the Department of Commerce, and the Civil Aeronautics Board. We recommend that the problem receive the immediate attention of the Air Coordinating Committee." (p. 115).

(Continued on Page 43)

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AIR COMMERCE

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JIM MARINER, director of cargo traffic for Northwest Airlines, reports that Air France, Swissair, and Iberia Lineas Aereas Espanolas have notified the airline "of certain limitations in the liability which they are willing to assume under airwaybills issued by Northwest." Thus, "no shipments on which a valuation charge is payable are to be accepted, if such shipments involve transit" over these three European air carriers.

* * * * *

Now in effect are Eastern Air Lines' new low air cargo rates to San Juan and the 87 cities on its domestic routes. Rates on commodities flown between the United States and Puerto Rico have been cut some 30 percent. Examples of the reductions: New York-San Juan—$26 per 100 pounds as against the former rate of $32.85; Boston-San Juan—$28.25 as against $34.75; Washington-San Juan, $24.90 as against $31.40; Chicago/Detroit-San Juan—$27.30 as against $33.80.

* * * * *

Too late for publication in last month's issue was the CAB order postponing a series of proposed freight rate reductions after American Airlines led the way in cutting rates on a large number of commodities from 20 cents per ton-mile to 16 cents per ton-mile. Six other airlines followed AA and proposed lower rates. The CAB will review the proposed reduction, especially in the light of its position that the carriers should not propose reductions which match the bare minimum—16 cents a ton-mile—approved by the CAB. **(See April AT.)** The rates have been postponed for 90 days, during which time the Board will be able to review the proposed tariffs. Besides AA, those filing the lower tariffs were Capital, Delta, Northwest, TWA, United, Western, Flying Tiger, and Slick. The latter two air freight lines, however, have protested the reduction.

* * * * *

No longer is there any doubt that the Berlin airlift—Operation Vittles—can continue right through the Winter and into the Spring. The October 23-November 5 period is reported to have been the worst kind of flying weather, but in spite of this prolonged deterrent a total of 3,150 long tons was flown into the German capital every day.

Freight has become such an important part of Air France's business, that it has expanded its cargo department and moved

C. Sainderichin

Constantin Sainderichin, passenger and freight service manager and assistant to Ellis Reed, public relations manager, to the important post of manager of the fully matured cargo division. He will work directly under Pierre Rousselle, general traffic manager. Sainderichin, who was awarded the Croix de Guerre and the French Purple Heart in the last war, was an officer in the French Army. He was a prisoner of war and escaped. After being wounded in action he was sent to the United States where he was attached to a military mission.

* * * * *

After a September decrease in the total of air freight shipments across the Pacific via Philippine Air Lines, the West Coast maritime strike upped PAL's cargo business to such an extent that an extra DC-4 was chartered from the Flying Tiger Line to handle the cargo backlog. Estimates are that air cargo shot up 75 percent last month.

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R. D. Ritchie, air cargo officer in New York for British Overseas Airways Corporation, has distributed to shippers the following new power of attorney requirements instituted by Collectors of Customs, which became effective last month:

"The requirement that a forwarding agent must prove his authority to act for an exporter in executing export declarations was announced in Current Export Bulletin 471 on July 22, 1948. Proof of such authority, under the terms of CEB 471, must take the form of a power of attorney, signed by the exporter and authorizing the forwarder to complete export shipment and to sign and swear to export declarations covering shipments by the exporter.

"In addition to requiring a power of attorney from the exporter to his forwarding agent, CEB 471 authorizes Customs officials to demand proof that the person who executes the declaration has been authorized to do so.

"Accordingly, Collectors of Customs may require exporters and forwarders to file powers of attorney designating their respective officers and employees who are authorized to act for them in executing export declarations.

"Current Export Bulletin 471 set August 15, 1948 as the effective date for filing these powers of attorney. To allow additional time for exporters to make out these documents, the filing date was extended to September 15. However, because of the difficulty which some forwarders have encountered in securing these powers of attorney—particularly from exporters located in inland cities—Collectors are authorized until October 15 to authenticate declarations presented by forwarders, even in the absence of the prescribed power of attorney, provided that the Collector of Customs is satisfied that the forwarder is the authorized agent of the exporter and that production of the power of attorney would be a hardship. This 30-day grace period will also apply to powers of attorney designating officers and employers who are empowered to execute export declarations.

"After October 15, Collectors will no longer authenticate declarations unless the required powers of attorney are on file in the Collector's office, or the power of attorney form on the export declaration itself is signed by the exporter in favor of the forwarder.

"The necessary forms are available at the Customs House or any Commercial Stationer dealing in Customs Forms."

The figures prove it: American set a new air cargo high in September, hauling a total of 3,448,373 ton-miles of freight, express, and mail, as compared with 2,276,515 ton-miles in September, 1947. The freight total was 2,231,991 ton-miles as against 1,921,629 last May, the last record month. . . . **United,** in September, set its own all-time cargo record, flyng 2,497,930 ton-miles, which represented 44,000 ton-miles above the previous high mark set last June. The figure was 54 percent above September of last year. Freight totaled 1,859,130 ton-miles, and express 638,800 ton-miles. United also reports that the first two months of operation of its new centralized cargo control system has resulted in the carrying of more than 700,000 additional pounds of cargo. . . . **Braniff** states that its September revenues were 300 percent better than those for September 1947, while the January-September total is 322 percent above the figure for the corresponding period last year. . . . From **Western** comes word that in September the 290,061 pounds of freight hauled represented an increase of 43¾ percent over September, 1947. . . . **British European Airways** writes that its freight record of 830,029 pounds in August was nearly double that for August, 1947. . . . Another 10.4 percent increase in air express shipments handled in nationwide service in the first nine months of 1948 is reported by **REA.**

* * * * *

Apologies to Howard Waldorf, manager, Aviation Division, Oakland Chamber of Commerce, for leaving his name out of the list of incorporators of the Air Cargo Institute of California, published in a recent issue.

AIR FREIGHT LINES

LATE last month the Civil Aeronautics Board reopened the Air Freight Case for the purpose of receiving necessary evidence of operating experience of non-certificated air cargo carriers during the period, October 1, 1947-September 30, 1948, and certain financial data covering the period, January 1, 1947-September 30, 1948. Intervening certificated airlines have been given the opportunity of presenting comparable operating data (cargo only). Hearings probably will begin early next month.

With Slick Airways and the Flying Tiger Line still flying record loads, the other side of the picture shows financial losses for the six months of the year. (California Eastern Airways filed a petition of bankruptcy last May and suspended all operations; U. S. Airlines, which had suspended operations for a half-year, is back again; Flamingo Air Service, which filed a bankruptcy petition last March, still operates; and Air Cargo Transport Corporation, which earlier this year sought reorganization, also continues operation.)

Whatever the outcome next month, it's clear that the knock-down-and-drag-out fight between the air freight lines and certificated carriers will continue for some time. Scheduled airlines like American and United are coming to bat with new cargo volume records.

News of the industry:

Seaboard and Western Airlines: The Christmas rush already has started. S&W reports that French exporters are air-shipping heavy tonnages of gloves, furs, and toys to the United States; and Swiss exporters are sending watches, embroideries, essential oils for perfumes, and food flavoring extracts. According to Arthur V. Norden, executive vice president **(read his Small-Parcel Philosophy in the October AT),** the air freight volume for last month rose 106 per cent above the comparable month in 1947. Heavy increases also are expected for November.

Slick Airways: What varieties of animals have Slick's *Commandos* been transporting these past couple of years? Well, the chaps over at Slick have taken the trouble to find out, and here's what the record shows: a rhinoceros, a 360-pound leopard, a python in addition to several other types of reptiles, hundreds of dogs, rats and mice, guinea pigs and hamsters, horses, millions of baby chicks, seals, cattle, a donkey, several goats, a 25-year old orangutan, a chicken, 500 black-hooded Nun birds, elephants, monkeys, love birds, two cranes, a parrot, canaries, and tropical fish.

Transocean Air Lines: A $1,000,000 contract to furnish Pak Air, Ltd., Pakistan air carrier, with planes, crews, and technical personnel, has been signed by TAL. Four DC-4s and two DC-3s will be delivered.

U. S. Airlines: New consolidated rates are contained in the new Memorandum No. 3, effective November 11. According to Robert D. Havenstein, New York sales man-

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ager, the line has just inaugurated a new arrival notice which insures the shipper of knowing when and where his shipments arrive. Such notices are air-mailed daily. U. S. Airlines operates five nights a week, Monday through Friday, between New York, Philadelphia, Baltimore, Atlanta, Jacksonville, St. Petersburg, Miami and New Orleans. Philadelphia and Baltimore shippers with cargoes for the Southern points mentioned above are required to have a minimum of 500 pounds to have U. S. C-46s dropping in for pick-up.

E. A. Gibson and Company, Ltd.: This British air chartering firm reports these recent typical cargoes: a cargo of machinery flown in a *Dakota* from England to Hamburg, returning via Holland with a planeload of grapes; oilfield equipment from England to Iraq, and back to Spain with a full cargo of opium; walnuts from Italy and South France to various points in Europe.

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THE last of its ordered DC-6s has been delivered to **Flota Aerea Mercante Argentina.** . . . According to official sources, the five Model 240s ordered last year from Consolidated Vultee will be turned over by FAMA to **ZONDA.** . . . The second of a series of training programs to familiarize young men from all over the world with the work of the **International Civil Aviation Organization** was announced early this month by Dr. Albert Roper, Secretary General. Each of ICAO's 51 member nations has been asked to submit nominations from which up to a half-dozen persons will be chosen for a six-month training course in Montreal.

* * * * *

All of **Rumania's** first-class mail is now being transported by aircraft, without the payment of extra postage. . . . Everything's going into airplanes these days, but wait until you hear about this cargo flown from England to Singapore by **Kearsley Airways**—a consignment of 800 police helmets. . . . Reports from Britain have it that **Sabena** has been flying heavy cargoes out of the island kingdom to various points on the Continent. The Belgian airline has been giving the British operators some stiff competition.

* * * * *

Rumors are that **British Overseas Airways Corporation** and **South African Airways** will set up an all-air freight service, operated by *Lancastrians*, and linking London and Johannesburg. . . . **Air Transport,** a French company, has taken over from **Lancashire Aircraft Corporation Ltd.** the flying of textiles from Lille to London. Lancashire has been busy on a milk run. . . . The diplomatic mail pouch can bring the queerest things. When President Harry S. Truman was elected for another four years in the White House, Charles, Prince Regent of Belgium, sent some orchids to Mrs. Truman via diplomatic pouch. The carrier? **Sabena,** of course.

* * * * *

First test flights of the Italian four-engine transport, the **Breda-Zapata 308,** have been completed. Orders already are in from Italy and Argentina. . . . December 2 is the day **Trans-Canada Air Lines** will inaugurate services between Montreal and Toronto and Nassau, Kingston, and Trinidad . . . Applications for the 60 staff positions available at ICAO have been filed by citizens of 42 nations.

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ANOTHER AIR CARGO RESEARCH PROGRAM?

(Continued from Page 16)

pounds of produce during the 1945 season. **(See September, 1945 AT.)** American handled the bulk of it, but United and the Flying Tigers handled several loads each.

American's aggressive solicitation, while productive of a certain amount of tonnage, was probably rushing things too fast in relation to other factors which affected the shippers' satisfaction with this new transport medium. Neither American, nor any single airline could practically supply all the factors required to put this new business on a self-sustaining basis.

Not Rate Alone

It has been proven beyond question, to most students of the subject, that rate alone will not develop *new* perishable freight traffic. Generally, shippers will refuse to haul their freight from their railside packing houses to an airport some miles distant, if the rate by air is higher. Air rates will probably never be as low, per hundredweight, as rail carlot freight. We must, therefore, find and prove other factors which will offset the higher rate. (riper fruit,—ready-to-serve vegetables) We have every reason to believe that when (but not until then) all factors favorable to use of air freight are made effective, the rate by air will be of far less relative importance. We have numerous examples to illustrate the truth of this statement.

What about all the research and experiment already made? How can we salvage worthwhile parts of this investment? Certainly not by standing still now. With this background of experience—these examples of what *won't* work—we should find the formula, and demonstrate how to *make* it work. It seems quite clear now, that the best, and at the same time *cheapest* and most effective way of doing this, is to combine all interested organizations and industries into *one* body able to supply the manpower, facilities, experience and coordinated control, which no one organization has attempted up to this time.

A great many factors will help such a coordinated program succeed today, where two or three years ago, success might have been impossible:

- With a ten-fold increase in volume, there is much greater general interest in air freight today, than in 1944.
- Today, there is a demonstrated need for solution to the problem of balancing loads, if new planes are to be ordered, better service provided, and lower rates made possible.
- Tremendous advances have been made in the field of packaging. Materials and container manufacturers are now prepared to actively support a joint program, as a means of developing new markets.
- Number of refrigerated display cases in retail stores has increased rapidly, making possible control over another important link in the distribution chain. There have also been improvements in refrigerated terminal and transit facilities.
- Funds and technical skill are now available through the Research and Marketing Administration. It is ready to help finance a broad research and market testing program in airborne perishables.
- This year the services and facilities of the California Aeronautics Commission have been made available. The Commission is acting as a rallying ground for all interests and industries anxious to cooperate with, help finance and operate an air cargo development organization. Governor Earl Warren has consistently expressed his interest in and support for such a program.

The Air Cargo Institute of California is this organization. It proposes to *start* where other work has stopped. It will avoid duplicating work already done, or now being done, but it will capitalize on work done to date. Twenty-five thousand dollars are expected to carry the institute overhead, with staff of three for one year. This will provide the vehicle for carrying on a wide range of projects, as new needs dictate. It is contemplated that additional funds will be obtained from various sources for the conduct of special projects. The Research & Marketing Administration, the United States Air Force, aircraft manufacturers, packaging manufacturers, insurance underwriters, and the airline themselves, are examples of potential sources. In the case of the airlines, it is contemplated that space may be contributed, or its equivalent in money to pay for the cargo space used, for the conduct of special transportation and/or market development tests. Agricultural producers and shippers are expected to contribute to a limited extent in cash, but to a greater extent in provision of commodities to be used in shipping and market development work.

Venture Capital

The initial money required to launch the institute, is in the nature of "venture capital." It will provide the *start,* without which nothing will happen. After this, it is up to the institute and its board of directors to determine the direction and priority of work. Such an investment will be *prima facie* evidence that the airlines and allied interests are making a real effort to broaden their income base and to pave the way for future development and expansion.

It is probably safe to say that after initial financing, the institute will make no further requests for cash from its members during its first

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year. Certain members may desire that specific projects be undertaken which are over and above the manpower or financial limits of the basic institute organization and budget. In such event, it is contemplated that these members will provide the funds actually required to carry on the additional work. Projects are expected to include work on maturity and harvesting, packaging, refrigeration, claim prevention, sales and market development and other problems which can be handled more efficiently by cooperative effort. **THE END**

AIR CARGO INSTITUTE OF CALIFORNIA

(Continued from Page 17)

must be given to the economic aspects of air cargo. There is an urgent need to educate shippers, distributors, and consumers in the benefits of intelligent use of this newest means of transportation. The result would be a rapidly expanding, *privately financed* cargo-carrying industry. Without it the Air Force would have to use public funds to keep a comparable fleet of cargoplanes ready for emergency if we are to avoid being deficient in this vital defense link.

Today Westbound planes are loaded to capacity. Overflow freight is often left neglected at the airport. Shippers who do not understand the airlines' problem complain about "slow" air freight service. Full planes unload in California every morning. They return East in the evening with only about half of their space utilized. Every day as these half empty planes fly East, thousands of pounds of space which could have served California shippers has been forever wasted.

What would happen if airline operators should double or triple the capacity of their fleets, the better to serve Eastern shippers who now clamor for better service to the West? The eastbound business which now fills half the space would then use only one-quarter or one-third. This would necessitate an *increase* in rates in order to produce the same average revenue per mile. Obviously this would be a backward step. The problem remains to provide full service at a price profitable to the operator and attractive to the shipper. At least part of the answer lies in increasing the West-to-East flow of air cargo. How can this be done?

More than any other state, California's economy depends on favorable reception of its immense volume and variety of perishable foods in highly competitive Eastern markets.

Once, when time and distance were insurmountable barriers, there was no commercial fruit and vegetable industry in the state. Then the refrigerator car made it possible to ship certain commodities which could stand a nine-day haul across the continent. Through strict grading, attractive and efficient packaging, and smart marketing, Western perishables became an increasingly important part of Eastern diets. This took place in spite of an axiom among Easterners that while Western fruit was beautiful to look at, it couldn't compare in flavor with the home-grown. Were it not for carelessness, and often outright deception in the grading of Eastern fruit, plus poor packaging and marketing, Western products could never have become so easily established. So the Eastern producers generally supplied the mass demand for low-priced fruit, while the West catered to the high-priced field.

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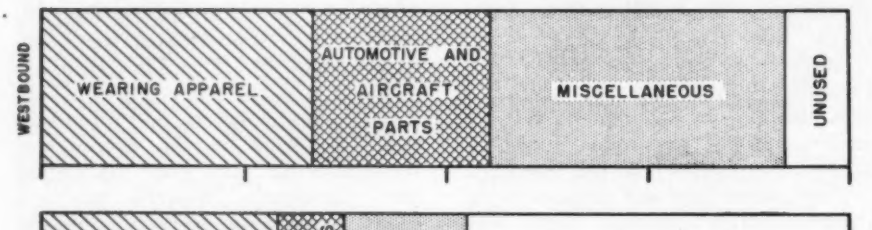


But the market for Western products is not necessarily secure. What assurance is there that improvements in grading, packaging, and marketing of the Eastern and Southern products may not force California to relinquish some of the business she now enjoys? With a two-billion dollar annual income from agriculture, and complete dependence for over 90 percent of her production on out-of-state markets, this could be a very serious problem. Far from retreating from its present position, California agriculture must seek not only to strengthen its markets, but also to develop outlets for *new* commodities, in addition to those now moving. But how can it do this?

California grade standards are as high as it is commercially feasible to make them.

While the maturity of fruit leaves much to be desired, it is as far advanced as present transit time and handling methods permit.

Packaging of Western fruits and vegetables also has advanced about as far as commercially practicable, considering the long, rough surface haul to market.

A solution to both problems would be a reduction of shipping time so it does not exceed that of Eastern and Southern shippers to these same markets. *Air cargo can do just that.*

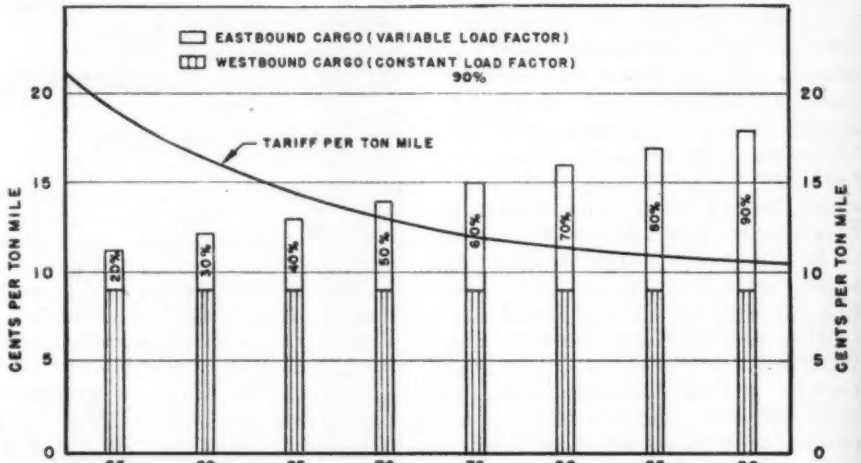
By shipping tree- and vine-ripe agricultural products, the consumer would benefit by an entirely new level of size, quality, flavor and nutritional value. These qualities are added largely during the last few days on the tree. The producer would also benefit through an actual increase in size and weight of the crop.

Not only would certain commodities now shipped attain better quality and larger size, but overnight delivery would make it possible to ship a variety of new items which are now considered too perishable to risk shipping East of the Rockies. A few examples are boysenberries, late-season strawberries, fresh crabs and crab meat, and prepackaged vegetables such as shelled peas and shelled lima beans.

The cut flower industry, an important and rapidly growing segment of Western agriculture, is already dem-

AIR FREIGHT

RELATION OF COMBINED EAST AND WEST BOUND LOAD FACTOR TO RATE PER TON MILE



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onstrating the benefits in market development by using air transport for nearly all of its production which moves east of the mountains. Starting before the war, when air express rates were 80 cents per ton-mile, the industry is now shipping millions of pounds of flowers to greatly expanded markets at air freight rates of around 15 cents per ton mile.

California agriculture has a ringside seat for the air cargo development show. There is no other area in the United States that offers assured year-round production of commodities suitable for air shipment. It is the only area located at such great distance from its markets. The air carriers will unquestionably do everything possible to help agriculture make profitable use of this new means of transportation for this is the means for providing the balanced loads which are absolutely essential to growth and prosperity of the air transport industry.

Packaging of Perishables

The packaging of perishable foods is in a state of rapid evolution. Much has been and is being done to discover *what* commodities should be prepackaged, and *where* the job should be done. Were it not for the time in transit, the job would logically be done at point of production.

Prepackaging of certain commodities which are grown at a considerable distance from market will be made practical and profitable through availability of air freight. The chief argument in favor of doing the packaging at destination has been that the retailer would be assured of freshness. The job can now be done 2,000 miles from market with as little time elapsed between packaging and delivery to the retail store as if the job had been done in a local warehouse. Actually a full week or more will be saved from time of *harvest* by the prepackage-air transport combination. This in itself assures the retailer of longer "shelf life" and the consumer of fresher, more nutritious fruits and vegetables. This is believed to be quite important with asparagus, peas, lima beans, spinach, cauliflower and sweet corn, all of which appear to lose flavor through physiological changes during long storage periods. The example of vine-ripeness versus "mature green, repack" tomatoes is too well known to require further emphasis.

It is certain that vast changes will take place in the packaging of agricultural perishables for air shipment. For instance, pea hampers and corn crates will very likely be replaced by film wraps and bags which in turn will be packed in light weight shipping containers. Each commodity will require individual study.

Container manufacturers are well aware of the difficulty of gaining acceptance of a new package in the tradition-bound major terminal markets. Even a *good* idea is hard to sell merely because it is different. In packaging for air freight, however, the situation is reversed. It is essential that we sell the retailer and con-

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(In Cents Per Pound For Shipments Weighing Over 100 Lbs.)
Effective Sept. 15, 1948

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CHICAGO	.24	.42	.70	.87
DALLAS	.18	.40	.68	.85
DENVER	.24	.42	.70	.87
• DETROIT		.41	.69	.86
• FRESNO	.31	.51	.79	.96
HOUSTON	.16	.39	.67	.84
KANSAS CITY	.20	.41	.69	.86
• LOS ANGELES	.30	.50	.78	.95
• NEW YORK		.40	.68	.85
• PHILADELPHIA		.40	.68	.85
• SAN DIEGO	.30	.50	.78	.95
• SAN FRANCISCO	.32	.51	.79	.96
• WASHINGTON		.39	.67	.84

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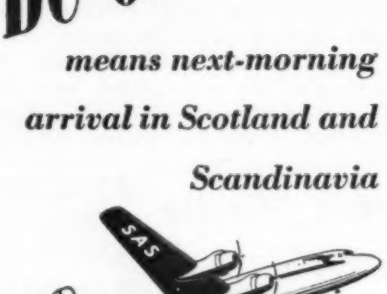

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sumer the idea that the airborne product is *different* and *better*. A *new* package will help accomplish this objective.

The ride to market in even the most modern refrigerator car is an ordeal for the toughest of shipping containers. At best it is subjected to storage-with-shock under near 100 percent humidity for a period of a week to 10 days in transit. This is rough treatment for fibreboard containers. For this reason it is seldom used for shipping fresh fruits and vegetables any great distance to market. Fibreboard (excluding V-board) cannot stand high humidity for long periods under load. But by air, time and humidity are reduced to negligible factors. Load, *i.e.*, overhead weight, will also be much less than normally required in a refrigerator car. But lightness of weight, fibreboard's distinctive quality, while of questionable value in rail shipping, attains great importance by air, where each pound saved represents at least 10 cents in shipping costs.

Statewide Committee

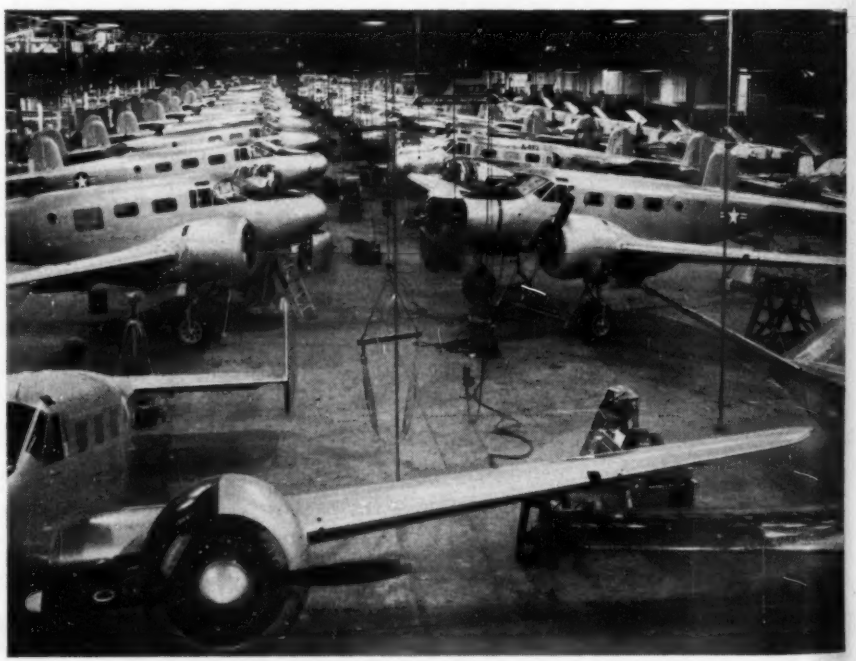
The packaging industry, including manufacturers of films, interior packages, packaging machinery, and shipping containers, will watch with great interest and assist wherever possible in this development in the field of transportation and marketing.

In search of a solution to the problem of air cargo and with the pledge of sincere cooperation by all interests, the California Aeronautics Commission appointed a statewide Air Cargo Project Committee in February, 1948. **(See March AT.)** This committee was composed of representatives of the certificated and non-certificated air carriers, aircraft manufacturers, manufacturers of packaging materials and containers, producers and shippers of agricultural commodities, representatives of the University of California College of Agriculture, its Experiment Station and its School of Business Administration, representatives of the University of Southern California, representatives of the United States Department of Agriculture and the State Department of Agriculture, as well as other factors with either a direct or indirect interest in the development of air transportation and air cargo in California.

The Air Cargo Project Committee was charged with the responsibility of making a thorough study of the situation, and of developing a satisfactory solution to the problem. After numerous conferences and extensive discussions this 85-member volunteer group recommended the establishment of an institute type, non-profit corporation, to represent all interested groups and organizations. Articles of Incorporation were drawn up and filed with the Secretary of State of California on July 1, 1948 creating the Air Cargo Institute of California.

The Articles of Incorporation clearly outline its objectives. The following is from Article Second:

"To encourage and foster research and experimental work to discover and determine the many facts relevant to the utilization of air transportation as an improved



They're working nights at Beech Aircraft turning out both United States Navy military twin-engine Beechcraft and new commercial models for the domestic and export markets.

means of delivering agricultural products, and all other produced, fabricated and manufactured goods moving from producer to consumer; to promote research and tests which will lead to the manufacture of containers best suited to the delivery of perishable agricultural and other manufactured products; to test under practical conditions those packaging materials which are best adapted to shipment by air; to promote the production of quality agricultural products; to develop standards of maturity for the same in conformity with the requirements of air transportation; to conduct studies and tests on improved pre-cooling and refrigeration processes; to determine the relationship of air cargo rates to volume; to encourage the design and building of efficient and properly adapted loading and unloading equipment; to encourage aircraft manufacturers in the building of cargo planes which can be operated efficiently and which when tested and proven can be adapted to the needs of the Army and Navy Air Transport for the purposes of transporting men and material in time of national emergency; to outline and define the problems of air cargo carriers with a view to providing practical solutions for these problems; to work . . . in developing and adapting terminal facilities . . .; to seek and encourage the full cooperation of California's agricultural interests . . . which will result in increased public acceptance of this form of transportation; . . . development of an air cargo marketing program which will show existing and potential air cargo flow; to work with the Administrator of the Federal Research and Marketing Act (Public Law 733) toward the end that research funds and personnel will be allocated to this institute; to work with the Agricultural Research Study Committee of the State of California in the outlining and implementing of research studies initiated by this Committee; in general, to do anything and everything legitimately and soundly directed toward the development of air transportation as a permanent and accepted method of transporting agricultural products, manufactured products and all other products or material which now move from producer to consumer."

A Problem of Balance

While the institute will probably turn its first efforts toward the development of new markets for airborne perishable products, there is a never-ending job to do as there is never a perfect "balance" in transportation. By the time new commodities become steady users of air freight, the balance in directional flow may well have changed.

The Air Cargo Institute will be ready and able to approach questions of adaptability of any commodity to the conditions, both physical and economic, of shipment by air. Here again specialized packaging for air will be an important factor. Ground facilities and need for refrigeration at all points from packing house to retail store will be studied as the questions arise.

Underwriters of air cargo insurance point to high losses and necessity for either greatly increasing premiums on this class of business or of refusing to handle it until effective claim prevention methods are adopted by carriers. This calls for study of relative hazards, and the means of minimizing them. Containers must be made adequate; refrigeration and protection from freezing must be supplied for perishables to the degree required by each commodity. Standards must be formed and when applied by all carriers of air freight, will be a long step in the direction of reduced losses, lower premiums and better service to shippers increasing their use and confidence in this new form of transportation.

Insurance underwriters and brokers, therefore, have a direct interest in the "institute" approach. They see it as a means of helping eliminate one other barrier to the increasing use of a new transport medium, and a new and fast growing market for insurance.

Through the participation of overseas carriers, the institute will have an unusual opportunity of aiding in the solution of new and challenging packaging and market development problems. Alaskan seafood and Hawaiian flowers and fruit seem to hold immediate possibilities not to mention numerous other commodities.

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It should be recognized that while the Air Cargo Institute will be of obvious service to the air carriers, it will make a valuable contribution to *all* users of the service by ferreting out the mistakes and inadequacies of present day handling, loading and protection of the shipper's goods and by attention to the pricing of the service. Its success will be based on its ability to spotlight the trouble, effect its correction, and make this new means of cargo transport a vital and profitable tool in the hands of a growing number of users.

Indicative of the broad scope of the institute is the widespread field from which the initial board of directors is drawn. Each is prominent in his particular field of endeavor. Through the cooperative efforts of these men, the institute is assured of the best possible guidance.

THE END

Chicago-Houston Improved

Improved air service between Chicago and Houston has been made possible by a Civil Aeronautics Board opinion authorizing the removal of certain restrictions on the routes of Braniff International Airways and Chicago and Southern Air Lines. The removal of the restrictions permits the airlines to institute more flexible schedules between the points involved, and makes possible, if desired, non-stop flights between Chicago and Houston.

The Board said that while the removal of the restrictions on the Chicago-Houston routes makes possible the inauguration of non-stop service between these points, its finding with respect to the elimination of the restriction "is not to be taken as a direction to institute such service nor as an expression of opinion that such service is economically justified."

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U.S.—CARIBBEAN AIR CARGO

(Continued from Page 11)

A Comparison of Maritime and Air Freight Rates On Various Commodities From Selected Ports In The Caribbean (Insurance Charges Excluded)

Comomdity	Maritime Special Commodity Rates per 100 lbs. to Atlantic and Gulf Ports			Air Rates per 100 lbs. to Miami, Florida†		
	Havana,‡ Cuba	San Juan, P. Rico	Port-au-Prince, Haiti	Havana, Cuba	San Juan, P. Rico	Port-au-Prince, Haiti
	Dollars	Dollars	Dollars	Dollars	Dollars	Dollars
Avocados	*2.20	...	...	5.00	...	...
Beans, dried	...	...	1.02	...	...	14.00
fresh, lima, string refrig.	*2.00	...	...	6.00	...	...
Cucumbers	*1.45	*1.14	...	6.00	11.00	...
Egg Plant	*2.40	*1.70	...	6.00	11.00	...
Fish (except shell fish)	*1.65	...	...	9.00	...	...
Frogs and frog legs	*4.23	...	...	9.00	...	...
Lobster and lobster meat	*3.63	...	...	9.00	...	...
Fruits, canned	1.05	.47	1.20	6.00	11.00	14.00
Grapefruit, Lemons, Oranges	*1.45	* .93	1.08	6.00	11.00	14.00
Cotton seed oil	...	...	1.02	...	...	14.00
Palm Oil	...	...	1.56	...	...	14.00
Peas	*2.00	...	.84	...	...	...
Peppers	*2.00	*1.89	...	6.00	11.00	...
Tomatoes	1.50	*1.89	...	6.00	11.00	...

* Includes refrigeration.
† Special Commodity rates from Havana and San Juan. All Commodity rates from Port-au-Prince.
‡ Rates include service charge of 10% per 100 lbs. (Havana). All other port charges excluded.

(RATES IN EFFECT MAY 1, 1947)

modities by water due to the slow rate of speed. Additional charges are made for refrigeration, which is on an average of 40 percent higher than if the commodity had been shipped in ordinary stowage. Maritime freight rates are usually accompanied by references to port charges and handling charges which are added to the cost of transportation.

The air freight rates are higher than for surface transportation due to the small load capacity of the airplane. This makes it extremely important that planes carry a full load whenever possible. Through the use of special commodity rates, many agricultural commodities have been utilized as back haul from the Caribbean countries. The air rates are usually lower than those shown in the accompanying table as they were taken from an "all commodity" rate schedule. The usual rate from Kingston, Jamaica, to Miami, Florida, is from 12 to 14 cents per pound or higher, depending upon the size of shipment, whereas, tomatoes were hauled for as low as seven cents per pound.

(Continued Next Month)

For Latest International Air Cargo Rates, See . . . Blue Section

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SWORD AND PLOUGHSHARE

(Continued from Page 32)

quate legislation on the subject of a fleet of freight planes, and the comments of those agencies on the "Prototype Bill" (S. 2644 and H.R. 6501), which had been drafted at the other end of Pennsylvania Avenue, were in conflict with one another and failed to answer several of the objections of various Senators, which objections ultimately stopped this progressive bill.

We will just not get a decent national plan for air transport preparedness until there exists a really effective arm of the Government of sufficient strength and scope to be *able* to create a national plan. Unfortunately, the Government, which is the real seat of management of our air transport industry, is sadly split up into a lot of little Balkan states. Any chart of the organization and lines of authority of the following Federal agencies which are mixed up in aviation would resemble nothing so clearly as a bowl of overturned spaghetti.

The recommendations of the Presidential and Congressional Air Policy Boards for various methods of reorganizing aviation activities in the Federal Government came to nothing. It remains to be seen what the Hoover Commission will recommend on January 1, 1949, and how far its recommendations will get.

Unfortunately, the Air Coordinating Committee has not been very strong, and its very inadequacies in the policy field presumably led to the creation of the two Special Policy Boards. Its leadership has been changeable (ACC has had three different chairmen within a year) and its work has been slow (partly because it has a very small staff and its work is left to subcommittees composed of men who are already very busy elsewhere).

Our hopes between now and next January hinge upon the leadership which can be given to the Air Coordinating Committee by its new chairman, Joseph J. O'Connell, Jr., an able and unprejudiced man who, since April, has been the new chairman of the Civil Aeronautics Board. A cargoplane program can be worked out if it is treated by ACC as a *full-time* job of high priority and not as a part-time concern of members of some subcommittee who are already well occupied with other Governmental affairs and can barely scrape up two hours a week for a meeting.

"A Bowl of Overturned Spaghetti"

President's Air Policy Commission (July 1947—January 1948)
Congressional Aviation Policy Board (July 1947—March 1948)
American Delegation to ICAO
Air Coordinating Committee
Civil Aeronautics Board
Civil Aeronautics Administration
Securities & Exchange Commission
National Advisory Commission for Aeronautics
Assistant Secretary of Commerce for Aeronautics (including Weather Bureau, Coast and Geodetic Survey, Bureau of Foreign and Domestic Commerce, Bureau of Standards, Bureau of Census)
Department of the Army
Department of the Navy
Department of the Air Force
Department of State
Department of Treasury
Coast Guard
Customs Bureau
Narcotics Bureau
Post Office Department
Reconstruction Finance Corporation
Federal Communications Comm.
Interior Department (Territories & Possessions)

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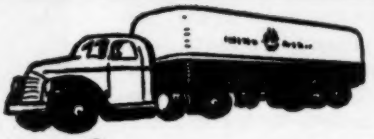

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THE CATS MEOW AGAIN

(Continued from Page 14)

jungles within a matter of hours. This one feature is worth the entire cost of the operation. In addition, on a straight dollars-and-cents basis, the ability of this amphibious craft to move cargoes of supplies, and to shift personnel at will, result in a terrific saving. And then there are always special jobs—a drilling rig gets fouled up and new parts are flown from headquarters in a matter of hours; an oil well that might be knocked out for months is back in shape in a day.

Foreign governments, fisheries, and charter operators, on this Continent, in Europe, and in the Far East, all are using *Cats* today to great advantage. One charter operator in New Guinea reports he used his *Catalina* to keep a geological expedition in the country's interior entirely supplied with food and other essentials. Every few months tons of food are carried in. The last haul of 14½ tons is expected to last the expedition until Spring.

Where airports are scarce, where distances are great and the country has many waterways, airlines use *Cats* extensively. Although the Douglas DC-3 has come to be a standard among airline operators to which all other transport plane performance is compared, reports from operators show that converted *Catalinas* actually match DC-3 performance. They cruise at comparable speed, carry even a greater payload, and cost per hour for fuel runs practically the same. Also, everything in front of the firewall in a *Catalina* is completely interchangeable with a DC-3. It uses the same engines, propellers, and accessories. Airlines operating DC-3s appreciate this when they add PBYs to their fleet. They also find that because the *Cats* are built rugged to withstand punishing high seas during sea rescue operations, they will take a beating that no commercial aircraft would submit to and still be as economical to maintain. Some airlines operating *Cats* are Dutch East Indies Airline, Canadian Pacific Airlines, Maritime Central Airlines, Air France, TAT of Venezuela, TAM of Peru, Panair do Brasil, Avianca, and Bahama Airways.

To keep *Catalina* operators adequately supplied with replacement parts, The Babb Company has recently purchased from Consolidated Vultee the exclusive rights to manufacture parts and assemblies

Yes, the once condemned *Cats* have staged a comeback! They are establishing today a reputation as a commercial carrier which promises to rival their illustrious record as a war machine.

THE END

Alaska Emergency Flights

The Civil Aeronautics Board's previous exemption orders providing for emergency air transportation between Alaska and the United States during the period of the West Coast maritime strike have been extended to the end of this month. (*See October AT.*) The extended exemptions apply to Pan American World Airways and Northwest Airlines, as well as to certificated Alaskan air carriers. However, they no longer apply to non-certificated air carriers in Alaska. The operations of irregular air carriers under the provisions of Section 292.1 of the Board's regulations are not affected by the exemption orders.

Boston-Bermuda Air Service

By amending the certificate issued to Pan American World Airways, which authorizes service between New York and Bermuda, the Civil Aeronautics Board granted permission to the airline for direct service between Boston and Bermuda.

Up to the present time, Boston has had no direct air service to Bermuda. It was stressed by the Board that surface transportation facilities between the Hub and Bermuda are inadequate.

Gilbert Perier (left), president of the International Air Transport Association, and Dr. Albert Plesman (right), who will head IATA when it holds its next meeting at The Hague in 1949, discussing airline problems with IATA Director General Sir William P. Hildred. Perier also heads Sabena as president, and Plesman is president of KLM.

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AIR TRANSPORTATION *Congratulates*

Two decades of service with American Airlines and its predecessor companies are honored by the airline as Ralph S. Damon, president of AA, attaches a diamond-studded pin to Board Chairman C. A. Smith's lapel. Smith was guest of honor at a surprise party at the swanky Stork Club in New York given by officers of the company.

★ EXECUTIVE ★

STANLEY G. KING, named Central regional vice president of American Airlines, with headquarters in Chicago. Up to the time of this announcement King served as president of American Airlines de Mexico. He has been with AA since 1940. Previously he was for 17 years in the steamship business.

DOUGLASS F. JOHNSON, formerly secretary and sales manager of Transocean Airlines, elevated to the position of vice president-sales. A wartime Navy officer on the staff of Admiral J. W. Reeves, Jr., he joined the contract airline shortly after the company was formed.

MALCOLM SMITH, former investment broker and director of several companies, elected a vice president of the Hughes Tool Company.

IRVING HANSEN, appointed by The Babb Company as acting manager of its Newark office and warehouses at Newark and Long Island.

WALTER F. JOHNSTON, named assistant treasurer of National Airlines.

★ ADVERTISING ★ PUBLIC RELATIONS

ROBERT P. COSTELLO, appointed manager of publicity for United Air Lines in New York. He was formerly with American Overseas.

CARL F. ELLIOTT, who has joined the public relations staff of the Glenn L. Martin Company. A former editor of *Aero Digest,* he also served as assistant to the chief of the Air Documents Division, Air Materiel Command.

★ SALES ★ TRAFFIC

JEROME V. ROSCOE, appointed division traffic manager for Pan American World Airways' Atlantic Division. He was formerly assistant division manager in the Pacific sector. He has been with Pan Am since 1937.

WARREN LeROY and **GEORGE HATCH,** named by Northwest Airlines to the respective posts of Eastern traffic manager and Hawaii traffic manager. LeRoy has been with NWA since 1939, and Hatch since last April, coming to the line from United. Both are Navy veterans.

RALPH S. MAUGHAM, named by American Airlines to the newly created post of interline sales manager. He has been with AA and predecessor companies for two decades.

FLOYD C. GUSTAFSON, appointed general sales manager of Pacific Airmotive Corporation's Linden, New Jersey branch.

CLAY BERNARD, JACK M. SLICHTER, and **NEIL S. STEWART,** now serving Western Air Lines in the following posts: Bernard, San Francisco and Bay Area district sales manager; Slichter, assistant district sales manager in the same territory; Stewart, city sales manager of Tacoma.

WARREN H. SMITH, named New England regional agency representative for KLM. He formerly held important posts with Northeast Airlines and Irish Airlines.

MARVIN L. DAVIS and **ROBERT S. BLOSSOM,** appointed by Pioneer Air Lines to the respective posts of assistant to the vice president-traffic and sales, and district traffic-sales manager in Dallas.

★ CARGO ★

FRED W. AXTELL, named superintendent of cargo service for United Air Lines, with headquarters in Denver. He has been with the company for two years.

DOUGLAS STARK, appointed by American Airlines to serve as cargo sales representative in San Francisco and the Bay Area. A NATS veteran, he has been in the cargo departments of Western Air Lines and Slick Airways.

Stanley G. King | Jerome V. Roscoe | Fred W. Axtell | Douglas Stark | Harry B. Fleming, Jr. | Edward E. Ingraham

★ OPERATIONS ★

HARRY B. FLEMING, JR., named operations manager for the Atlantic Division of Pan American World Airways. He joined Pan Am 12 years ago.

ALFRED A. LANE, appointed operations manager of Northeast Airlines. He has been with NEA since 1939.

★ MISCELLANEOUS ★

EDWARD E. INGRAHAM, appointed assistant superintendent of the New York International Airport (Idlewild). He has long experience in the aviation field.

WILLIAM I. SELOVER, Southwestern district manager of the Sperry Gyroscope Company, who recently observed his 35th year with the company.

SUMNER L. BARTON, serving Greer Hydraulics, Inc. as manager of its new branch office in Dayton, Ohio.

LEROY R. GRUMMAN, chairman of the board of the Grumman Aircraft Engineering Corporation, recently awarded the 1947 Daniel Guggenheim Memorial Medal for his achievements in aeronautical engineering.

MALCOLM P. FERGUSON, president of the Bendix Aviation Corporation, elected chairman of the East Coast Aircraft Manufacturers Council, Aircraft Industries Association. **J. S. McDONNELL,** president of the McDonnell Aircraft Corporation, named vice chairman.

CAPTAIN CHARLES F. HORNE, USN, and **CHRIS M. LAMPLE,** named by the Civil Aeronautics Administration to the respective positions of special assistant to the Administrator, and administrator of Alaska airports.

Moleman Passes Away

Willem Moleman, director of KLM's Freight Division since 1946, died November 2. He was recognized as one of the outstanding authorities on air freight in the world.

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COUNTRY	1st 4 oz. or fraction	Each Addit. 4 oz. or frac.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit	Limit of Wgt.
Argentina	1.51	.76	3.79	6.83	9.87	15.95	31.15	103.36	44
Australia	1.62	1.27	5.43	11.91	18.39	31.35	63.75	70.23	11
Austria	1.05	.49	2.52	4.48	6.44	10.36	20.16	43.68	22
Azores	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
Bahamas	.83	.14	1.25	1.81	2.37	3.49	5.29	12.01	22
Belgian Congo	1.38	.79	3.75	6.91	10.07	16.39	32.19	139.63	44
Belgium	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
Bermuda	.76	.13	1.15	1.67	2.19	3.23	5.83	12.07	22
Bolivia (3)	1.08	.40	2.28	3.88	5.48	8.68	16.68	71.08	44
British Guiana	1.07	.39	2.24	3.80	5.36	8.48	16.28	35.00	22
Chile	1.31	.56	2.99	5.23	7.47	11.97	23.17	50.05	22
China (6)	1.43	1.08	4.67	8.99	13.31	21.95	43.55	216.35	50
Colombia	1.08	.27	1.89	2.97	4.05	6.21	11.61	36.72	44
Cuba (4)	.80	.15	1.25	1.85	2.45	3.65	6.65	13.85	22
Curacao	.72	.36	1.80	3.24	4.68	2.56	14.76	63.72	44
Czechoslovakia	.88	.48	2.32	4.24	6.16	10.00	19.60	84.88	44
Denmark	.97	.47	2.38	4.26	6.14	9.90	19.30	83.22	44
Dominican Republic	.86	.22	1.52	2.40	3.28	5.04	9.44	39.36	44
Ecuador	1.24	.33	2.23	3.55	4.87	6.51	13.11	57.99	44
Egypt	1.35	.64	3.27	5.83	8.39	13.51	26.31	57.03	22
Eire (Ireland)	.97	.37	2.08	3.56	5.04	8.00	15.40	16.88	11
Fiji	1.67	1.00	4.67	8.67	12.67	20.67	40.67	88.67	22
Finland	.88	.51	2.41	4.45	6.49	10.57	20.77	90.13	44
French Guiana	.79	.44	2.11	3.87	5.63	9.15	17.95	39.07	22
Germany (2)	.95	.45	2.30	4.10	5.90	9.50	18.50	40.10	22
Gold Coast Colony	1.18	.64	3.10	5.66	8.22	13.34	26.14	56.86	22
Great Britain & No. Ireland	1.00	.41	2.23	3.87	5.51	8.79	16.99	36.67	22
Greece	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66	22
Guatemala	1.01	.25	1.76	2.76	3.76	5.76	10.76	44.76	44
Haiti	.72	.21	1.35	2.19	3.03	4.71	8.91	37.47	44
Honduras (5)	.78	.28	1.62	2.74	3.86	6.10	11.79	49.78	44
Hong Kong	1.74	1.39	5.91	11.47	17.03	28.15	55.95	122.67	22
Iceland	.89	.33	1.88	3.20	4.52	7.16	13.76	58.64	44
India	1.70	.97	4.61	8.49	12.37	20.13	39.53	85.22	22
Italy	1.08	.50	2.58	4.58	6.58	10.58	20.58	44.58	22
Luxembourg	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
New Zealand	1.82	1.17	5.33	10.01	14.69	24.05	47.45	52.13	11
Netherlands	.89	.43	2.18	3.90	5.62	9.06	17.66	76.14	44
Newfoundland	.76	.16	1.24	1.88	2.52	3.80	7.00	10.20	15
Nicaragua	.80	.29	1.67	2.83	3.99	6.31	12.11	51.55	44
Norway	1.02	.47	2.43	4.31	6.19	9.95	19.35	83.27	44
Philippines (7)	1.81	1.26	5.59	10.63	15.67	25.75	50.95	222.31	44
Portugal (1)	.71	.44	2.03	3.79	5.55	9.07	17.87	38.99	22
El Salvador	1.02	.26	1.80	2.06	3.10	5.18	10.38	45.74	44
Siam	2.29	1.50	6.79	12.79	18.79	30.79	60.79	126.79	22
Surinam	.92	.41	2.15	3.79	5.43	8.71	16.91	72.67	44
Sweden	.85	.49	2.32	4.28	6.24	10.16	19.96	86.60	44
Switzerland	.92	.45	2.27	4.07	5.87	9.47	18.47	79.67	44
Syria	1.22	.64	3.14	5.70	8.26	13.38	26.18	113.22	44
Trieste	1.08	.50	1.58	3.58	5.58	9.58	19.58	43.58	22
Trinidad and Tobago	1.03	.35	2.08	3.48	4.88	7.68	14.68	31.48	22
Tunisia	1.11	.54	2.73	4.89	7.05	11.37	22.17	95.61	44
Turkey	1.15	.57	2.86	5.14	7.42	11.98	23.38	100.90	44
Union of South Africa	1.31	.94	4.13	7.89	11.65	19.17	37.97	41.73	11
Uruguay	1.26	.76	3.54	6.58	9.62	15.70	30.90	134.26	44
Vatican City State	1.08	.50	1.58	3.58	5.58	9.58	19.58	43.58	22
Venezuela	1.27	.36	2.35	3.79	5.23	8.11	13.51	50.73	44

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